THE
North-Carolina Standard.
WILLIAM W. HOLDEN,
EDITOR AND PROPRIETOR.

FRANK. I. WILSON, Associate Editor.

TERMS OF THE WEEKLY—*Two Dollars per annum*, in advance, or within the first month; Two Dollars and fifty cents, if payment be delayed six months; and Three Dollars, if not paid within six months from the time of subscribing.

TERMS OF THE SEMI-WEEKLY—*Four Dollars per annum*, in advance or within the first month; Four Dollars and fifty cents, if payment be delayed six months; and Five Dollars, if not paid within six months from the time of subscribing.

Terms of Advertising in the Standard.

Our regular rates of advertising are as follows:
One square, (14 lines or less) first insertion, - $1 00
Each subsequent insertion, - - - - - 25
Longer advertisements in proportion.

Contracts will be made with advertisers, *at the above regular rates*, for six or twelve months, and at the close of the contract 33⅓ per cent. will be deducted from the gross amount.

Professional or business Cards, not exceeding five lines, will be inserted in either the Weekly or Semi-Weekly, for $6 for six months, or $10 for twelve months; or in both papers for $10 for six months, or $15 for twelve months.

☞ The paper will be sent to advertisers for six months or by the year, free of charge.

*** Subscribers and others who may wish to send money to the Editor, can do so at all times, by mail, and at his risk. Receipts for all sums will be promptly transmitted.

Letters to the Editor must come free of postage.

ED. GRAHAM HAYWOOD,
Counsellor and Attorney at Law,
RALEIGH, N. C.,
Will attend the County and Superior Courts of Wake, Johnston, Chatham and New Hanover. He is to be found at the office formerly occupied by the late Hon. Wm. H. Haywood, Jr.
Raleigh, January 8, 1854. 16—w&sw6m.

JAMES J. IREDELL,
Attorney and Counsellor at Law,
RALEIGH, N. C.,
Will attend to all business entrusted to him, in the Courts of this and the adjoining Counties.
Office—the one occupied by the late Hon. James Iredell.
Raleigh, June 15th, 1853. 62—tf.

WINSTON & CLARKE,
Counsellors and Attorneys at Law,
RALEIGH, N. C.
P. H. WINSTON. WM. J. CLARKE.
March 29, 1853. 34—

Law Copartnership.
MILLER AND ROGERS,
ATTORNEYS AND COUNSELLORS AT LAW,
RALEIGH, N. C.
Will attend promptly to all business entrusted to them.
H. W. MILLER, S. H. ROGERS.
October 23, 1854. 66—tf.

A. M. MCPHEETERS, H. CHISELIN. J. W. MARTIN.
A. M. McPHEETERS, & CO.
Wholesale Grocers,
FORWARDING AND COMMISSION MERCHANTS,
Office at No. 6, Roanoke Square,
NORFOLK, VA.
REFERENCES:
THOMAS P. DEVEREUX, Esq., Halifax, N. C.
GEO. W. MORDECAI, Pres't Bank of the State of N. C.
C. DEWEY, Cashier " " "
W. H. JONES, Cashier Bank of Cape Fear.
L. O'B. BRANCH, President Raleigh and Gaston Road.
Messrs. Reid & Souther, } *Norfolk.*
Dr. N. C. Whitehead, }
Pres't Farmer's B'k of Va. }
Alex. Bell, Esq.
Messrs. Spence & Reid, *Baltimore.*
" B. Blossom & Son, *New York.*
September 16, 1853. 87—

LEWIS & KING,
Commission Merchants,
MOBILE, ALABAMA.
B. B. LEWIS, formerly of Franklin Co., N. C.
Dr. PEYTON KING, of Pickens Co., Ala.
A. M. Lewis, our authorized agent of Raleigh, N. C.
June 6, 1854. 58—

KADER BIGGS & CO.,
GENERAL COMMISSION MERCHANTS,
Tunis's Wharf, Town Point,
Norfolk, Va.
References—Messrs Bloodgood & Co., F. P. Tabb, & Co., and Alex'r. Bell, Esq., Norfolk; Hon. Asa Biggs, Williamston, N. C.; Col. J. B. G. Roulhac, Raleigh, N. C.; Lewis Thompson, Esq., Hotel, N. C.
October 25, 1854. 96—1y w

Texas Real Estate Brokerage,
COLLECTING AND LAND AGENCY.
RAYMOND, FREEMAN & CO.,
ATTORNEYS AT LAW,
City of Austin, Texas.
D. C. FREEMAN, JR. N. C. RAYMOND. G. R. FREEMAN
HOMES IN TEXAS, AND SAFE INVESTMENTS obtained through this Agency.
FIDELITY to the interests of NON-residents.
REGISTERS of land for sale, in all parts of the State; full exhibits of title and accurate descriptions, also registers of town and city lots.
LANDS located, bought and sold.
CLAIMS against the State or individuals collected and adjusted, and remittances made by exchange on New Orleans, or any of the northern cities, if desired.
A THOROUGH and intimate knowledge of the country, and the land system, insures superior locations and the best titles.
STRANGERS looking at Texas may always have some leading items and useful hints at the office of this Agency.
REGISTERS open for examination.
☞ Office in Congress Avenue.
May 20, 1854. 54—1y.

FALL TRADE, 1854.
WE ARE NOW RECEIVING PER STEAMER BALtic and Alps, and the Packet Ship Caroline, our Fall Importation of
Foreign Dry Goods,
Purchased for *Cash* by an agent of Mr. W. Weddell at *very low* rates. We are also in receipt of a large and commanding Stock of
Domestic Fabrics.
Purchased from first hands, and at the recent
Large Auction Sales
at great sacrifices.
We respectfully solicit a call from the North Carolina and Virginia Merchants, feeling confident we can offer them Goods at as *low prices* as can be found in any market.
STEVENSON & WEDDELL.
PETERSBURG, VA. 83—

HOW TO SAVE MONEY.
Call at H. L. EVANS'
No. 29 CHEAP PLACE,
Raleigh, N. C.
THE SUBSCRIBER WOULD RESPECTFULLY INform his friends and customers that he has on hand a large and well assorted Stock of Fancy and Staple Dry goods, Hats, Caps, Boots, shoes, &c. (this fall's purchase,) which, he desires to close out by Spring, to make room for another stock, and to enable him to do so, the entire stock will be sold at reduced prices, *for cash*, or to punctual dealers on a short credit.
Call and examine for yourselves.
H. L. EVANS.

RALEIGH AND GASTON ROAD.—ON AND after 3d July the Passenger Train will leave the Depot at Raleigh at half past 6 A. M.—stop 35 minutes at Franklinton, and reach Weldon at half past 11, in time for passengers to take the Wilmington train going South, and the Petersburg and Portsmouth trains going North.
Returning, it will leave Weldon at 2 P. M., after the arrival of the train from Wilmington, and reach Raleigh at half past 6 P. M.
Office Raleigh and Gaston R. R. Co., }
June 29th, 1854. } 85—tf.

FINE TABLE CUTLERY.—IVORY BALANCE Handled Knives and Forks, 51 pr. in sett.
Ivory Handled Game and Beef Carvers and Forks.
" " Butter Knives and Steels. For sale by
J. BROWN.

BRASS ANDIRONS. WIRE FENDERS, BRASS Rim. Brass Head Shovels and Tongs.
Fire Carriers and Coal Hod,
Coffee Toasters and Tea Kettles. For sale by
J. BROWN.

RALEIGH & GASTON RAIL ROAD.—Slaves are not permitted to travel on the Rail Road without a written permit from their owners. Duplicates should in all cases be given, as the Ticket Agents are instructed to retain one copy of every pass.
JAMES M. POOL,
Ticket Agent.
Raleigh, January 6, 1854. 15—

DISSOLUTION. THE UNDERSIGNED HAVE this day retired from the Wholesale Grocery and General Commission and Forwarding Business, Messers. Baker and Barraud succeeding them in the General Commission Business.
They avail themselves of this opportunity to thank their friends for the patronage extended to the , and beg leave earnestly to recommend their successors to the confidence and employment of their friends and the public generally.
WILSON & GRICE.
PORTSMOUTH, VA. Jan. 1, 1855. 17—1y.

CO-PARTNERSHIP. THE UNDESIGNED HAVE this day entered into Co-Partnership under the firm and style of BAKER AND BARRAUD, as successors to Messrs. Wilson and Grice, for the purpose of conducting Produce Brokerage and General Commission Business, for which purpose they have taken the large Warehouse occupied by Wilson and Grice.
They solicit the patronage of their friends and the public generally, assuring them that all business entrusted to their care shall have prompt and personal attention.
WM. J. BAKER, of North Carolina.
THOS. L. BARRAUD, of Virginia.
PORTSMOUTH, VA., Jan. 1, 1855. 17—1y.

WHITE LEAD.—4000 LBS. OF SUPERIOR White Lead in store and for sale by
WILLIAMS & HAYWOOD.

Semi-Weekly Standard.
VOL. V. RALEIGH, N. C., SATURDAY, MARCH 10, 1855. No. 31.

AGRICULTURAL MACHINERY.—The subscriber has on hand the largest stock of Farming Implements to be found in the State, embracing horse powers which have taken the first premiums at the late Fair, held in Balttimore and this city; wheat Threshers, wheat Drills seed Sowers, corn Planters, Corn shellers of every kind, to shell from 300 to 1500 bushels per day, which are sold low, and warranted fully equal to any to be found in the Union; straw cutters for hand and horse power, hominy Mills, Grist mills capable of grinding 20 bushels of good meal per hour; Corn Cob Crushers, Vegetable Cutters, Fan mills, some of which have taken 54 premiums with several medals and certificates of their pre-eminence over all others; Harrows of every size and shape. Cullivators for one and two horses, with wrought and cast iron and reversable steel teeth, Cotton and Tobacco Cultivators, Plows of all patterns for one, two, three and four horses, as large and desirable an assortment as can be found in any house north or south, with 40 tons of Plow Castings to suit; ox Yokes, ox Bows, Yoke irons, Bow pins, whiffle Trees, Trase Chains, Ox and Log Chains, Axes, Grub hoes, wedges, Drag and Cultivator Teeth, spades, shovels, Forks, (some worth $6 each,) Garden Tools, hoes, Garden Plows and Cultivators, Chain Pumps, Cast Iron Pumps, Garden Engines, Post-hole Augers, Bull Rings, Ox Bells, Butter Churns, with every other desirable Implement for the Farm, to be found in any Agricultural House north or south, with many other desirable goods, viz: Bar Iron of all sizes for the farm, blacksmith, ship wright, carriage makers, &c. &c.; bellows, anvils, vices, stocks and dies, hand and sledge hammers, blast pipes, cart boxes, carriage axles and springs, couldrons and other hollow castings, grindstones framed and not framed, with friction rollers for same, &c., with a large lot of superior green and black teas, cigars, white and colored carpet warp, hemp twine for sturgeon nets, wrought and cut nails, ship and boat spikes, with a great many other goods, which cannot be enumerated in an advertisement. All in want, are invited to call and supply themselves on the best terms.
S. MARCH.
Norfolk, Va., Dec. 15, 1853. 10—

TO THE PUBLIC.—THE SUBSCRIBER IS pleased to inform the public that his CHOLERA AND DIARRHŒA MEDICINE affords more prompt relief in the various affections of the Bowels, and consequently more satisfaction to all who have used it, than any other Medicine ever offered to the public. The following are among many testimonials of its efficacy:

Dr. R. H. WORTHINGTON—Dear Sir: I take much pleasure in adding my testimony to others in favor of your remedy for Bowel Affections, &c., having so frequently experienced its beneficial results in my own case, as well as in many others to whom I have given it. I carried a bottle of it with me to Baltimore, (and here permit me to say, I would as soon think of traveling without money as without this remedy,) and finding many among my acquaintances there who were suffering with various forms of Bowel Affections, I gave it freely, and in NO INSTANCE did it fail to afford the MOST PROMPT AND DECIDED RELIEF, as it has done here. I congratulate you, and especially the public, on the discovery of a medicine which is better calculated to protect mankind and alleviate suffering, than any other ever brought before the people. L. T. SPIERS.

This is to certify that, some weeks back, I was taken with a violent Diarrhœa, which persisted for eight days. Being some sixty miles from home, I made use of all the remedies I could think of, but without affording any relief. On arriving at home, I was informed that Dr. R. H. Worthington had prepared a remedy for Cholera, &c., and was advised to use it. I did so, and to my astouishment, one single dose gave speedy and permanent relief, since which time I have used it frequently in my family; and in justice to the Doctor say, I consider it *much the most valuable Medicine* I have used in an experience of twenty years.
F. M. CAPEHART.
Murfreesboro', N. C., Oct. 2, '54.

Dr. WORTHINGTON—Dear Sir: I take great pleasure in recommending your Cholera Medicine to the public, and more especially since I have had personal experience and observation of its beneficial effects.
I have tried several remedies put up for Cholera, &c., but have never found such happy results from any as from your invaluable remedy. I have such unbounded confidence in its efficacy, that I am unwilling and will not leave home without a supply with me; and I regard it as one of the most valuable discoveries of the age. Yours, truly,
W. P. BEAMAN.
WINDSOR, N. C., Sept. 19, '54.

Dr. R. H. WORTHINGTON—Dear Sir: I have made some effort, and have succeeded in introducing your Medicine to the public, and I find it is taking very well indeed; and the result is, that I have nearly sold what you sent me. I therefore wish you would send me some more as soon as you can. * * * I have not the slightest doubt but that this Medicine is the very best remedy out for the disease for which it is recommended. I hope you will soon send me a supply, as I would not like to get entirely out of it.
Yours, truly,
GEORGE W. MCGLAUGHON.

[From the Murfreesboro' Gazette.]
MESSRS. EDITORS: In looking over the last number of the Gazette, I found a communication from our friend, Mr. L. T. Spiers, recommending Dr. R. H. Worthington's Cholera Mixture to the public, for the cure of Diarrhœa, Dysentery, and other kindred diseases. Having experienced in my own case, the happy effects of its use, as well as other members of my family, I can safely say that I regard it as superior to any remedy we have ever used, in an experience of twenty years. I would, therefore, recommend it to every family, as an invaluable remedy, and every individual to procure a bottle and keep it by them in these times of cholera.
R. R. PARKER.
Murfreesboro', Aug. 30, '54.

This is to certify that I have used Dr. R. H. Worthington's Cholera Medicine in my family for the last four or five weeks, in several cases of Bowel Complaint, so common in our vicinity, with invariable success. One of the cases was that of a negro child, some four or five months old, who was so emaciated by the effects of the disease, that its life was nearly despaired of, when my wife happened to think that she would try the Cholera Medicine, and did so with complete success, in less than forty-eight hours. I am thoroughly of opinion that no family should be without so fine a medicine.
Given under my hand, this 3d day of October, '54.
A. W. DARDEN.
MURFREESBORO', N. C.

Dr. R. H. WORTHINGTON: It affords us pleasure to say, that we have used your Cholera Diarrhœa Medicine for the last twelve months, and have found it invariably successful, in relieving speedily the cases in which we have had occasion to use it. We entertain a high appreciation of its value, and have no hesitation in expressing the opinion, that it will prove to be a valuable family medicine.
RICHARD G. COWPER.
B. F. SPIERS.
Oct. 17, 1854. 96—tf.
For sale by Williams & Haywood, Raleigh, N. C.

FRESH DRUGS, MEDICINES, &c.—WILLIAMS & HAYWOOD, are now receiving large additions to their stock of DRUGS, MEDICINES, CHEMICALS, PAINTS, OILS, DYESTUFFS, WINDOW GLASS, PERFUMERY, &c., &c., from the most reliable Houses in the Northern Cities, which have been purchased with an eye single to their purity, and are offered for sale at such prices and on such terms as shall compare favorably with any house in the State.
Physicians, Country Merchants, and Dealers generally, will do well to give us a call before purchasing, feeling assured we shall not fail to please both in point of price and quality.
Orders promptly attended to, and particular attention given to packing and forwarding.
Family Medicines and Prescriptions compounded at all hours of the day and night, by a competent person with neatness and despatch.
We tender our most sincere thanks to the citizens of Raleigh and the surrounding country for the long and liberal patronage we have received, and trust by untiring zeal and energy to please in the prosecution of our business, to merit its continuance.
Raleigh, April 28, 1851. 94—

$25 REWARD.
RANAWAY FROM THE SUBSCRIBER, ON SATurday morning last, a negro woman named ELLEN, about five feet eight inches high, dark complexion; and had on a purple homespun dress, and had with her a copperas-checked homespun dress. I fear she may obtain a free pass, and endeavor to escape to a free State. She is 22 years of age.
A reward of twenty-five dollars will be paid for her apprehension and delivery to me, twenty miles west of Raleigh, on the Haywood road, or for lodging her in any jail, so that I get her again.
OSBORNE BOWERS.
Wake Co. Nov. 9, 1854. 101—tf.

SAM'L. McD. TATE,
Galveston, Texas,
(LATE OF MORGANTON, N. C.)
WILL ATTEND TO THE PURCHASE AND SALE of Lands and land certificates, paying taxes, &c.
Having made arrangements with an able and reliable Attorney, will attend to the perfecting of Titles to Land and collection of debts in any part of Texas.
Refer to Col. Geo. Little, Raleigh; Col. J. R. Dodge, Rockford; Hon. T. L. Clingman; R. C. Pearson, Esq., Morganton.
February 5, 1855. 22—3m.

J. CHLOSS & BRO.
DEALERS IN
Staple and Fancy Dry Goods, Clothing, &c,
RALEIGH, N. C.
☞ Call at Louger's New Brick Building, next door to Col. Hutchings' Sadlery Establishment.
Terms—Cash, or credit, if settled every six months.
J. SCHLOSS & BRO.
Raleigh, 26, June 1854. 21—tf.

PREPARATION FOR THE FALL AND WINTER CAMPAIGN, 1854-'55 AT THE CLOTHING BAZAAR. Having completed the extensive additions to our wholesale department, which have been under contract the past season, have now the pleasure of announcing that both the lower and upper rooms of this *Mammoth Clothing Establishment* are well filled with the largest assortment of seasonable and *Fashionable Clothing* ever displayed at the same time in the Old Dominion. The firm invite especial attention to the quality, workmanship, style and price of their clothing, believing that in all respects it has unrivaled claims upon the attention of the Wholesale purchaser. Especial attenion is given at all times to the selection of sizes, so that the purchaser of a small stock will only have those sizes which fit the majority of customers, and leaving them with a clean stock at the close of the season.
Our stock comprises every thing properly belonging to the Ready made Clothing and Gentlemen's Furnishing business, in part as follows:

French Black Dress and Frock Coats,	$18 to 35
English " " " "	14 to 20
American and German " "	6 to 14

Fancy, dress and frock coats of every desirable color, Cloth, Cassimere, Tweed and Beaver Sacks, half Sacks, Frocks and Paletots, varying in prices from three to twelve dollars.
Over Coats of every suitable style of goods in market, from the lowest to the finest grade.
Cloaks, Caledonians, Julien and Talma.
PANTS—in our large and choice assortment may be found styles to suit all tastes, black Cassimere and French Doe Skin, also, French, English and American fancy and solid colors.
VESTS—Rich Plush, Velvet, Grenedine, Florentine and Baratha Silk, Cashmere, Imitation Cashmere, Blue and Fancy Cloth, Black and Fancy Satin, Farmer's Satin, with a large assortment of party and wedding vests, not surpassed by any establishment.
Our *Furnishing Establishment* is well supplied with everything pertaining to that branch of the business, as Gloves, Shirts, Collars, black and fancy Cravats, Stocks, Scarfs, Drawers, Money Belts, Dressing Gowns, &c., &c. Our prices will be uniform and as low as goods of the same quality can be purchased in the Northern cities.
To the *cash* and *prompt paying* purchaser we solicit a call to examine our stock before making their purchases.
A. S. SHAFER & CO.,
Clothing Bazaar, cor. Syc. and Dack st.
Petersburg, September 5, 1854. 83—

LEATHER FOR SPRING SALE AND RETAIL.—We respectfully inform our friends and the public that we have in store a large and most excellent *Stock of Leather and Findings*, for the Spring Trade, which we will sell as low as any other establishment South of New York, and for less price than they can be had even there, expenses of travelling, freight, &c., considered.
All of our purchases having been made from the Importers and Manufacturers by the whole case or package, and the advantage of receiving Leather regularly from our own Tannery, places it in our power to sell Goods as above stated. Those who wish to buy cannot lose by giving our stock an examination, and we believe we shall be able to please, both as to price and quality. Below we enumerate some of the leading articles viz:

20	dozen of Crawford's Calf Skins (this maker had the premium awarded to him at the World's Fair held in London in 1851.)
40	dozen French Skins, best quality,
40	" American Calf Skins,
90	" Lining and Binding Skins,
10	" Morocco Skins,
800	Sides Oak Tanned and Hemlock Sole Leather,
50	" Band Leather,

Lasts, Boot-Trees, Shoe and Boot Maker's Tools of every kind, Tanner's and Currier's Tools.
Also, Sewed Brogans of our own manufacture, warranted to give satisfaction, and many other articles too numerous to mention, at No. 21, Old street, opposite B. P. Harrison's Saddlery. F. A. & R. H. FORD.
N. B. We pay the highest price in cash for Green and Dried Hides delivered to us at our Store.
Petersburg, May 5, 1852. tf.

FIRST PREMIUM!—SMUT AND SCREENING MACHINE, YOUNG'S PATENT. IMPORTANT TO MILLERS AND MILL OWNERS.—This Machine received the first premium at the North Carolina State Fair, and was recommended to the public as the *best* now in use in the State. Seven hundred of them are now running in North Carolina, all of which are now in operation and have given the most entire satisfaction, in regard both to performance and durability, some having run six years and perform as well now as they did at first, and have not been out of order one day. We have thrown out ten different Smut Machines to make room for this. They are warranted for five years, and delivered at the Mill any where in the State.
Manufactured and sold by
JNO. A. McMANNAN,
South Lowell, Orange County, N. C.
April 16, 1854. 44—tf.
☞ Cut this advertisement out and keep it.

A VALUABLE PLNATATION FOR SALE. Wishing to remove South, I will sell on favorable terms, the plantation on which I now reside, formerly owned by the late Henry J. G. Ruffin, containing about 1,500 acres on Contentnea creek, where the Wayne and Greene lines unite with that of Edgecombe. A large portion of this plantation is rich bottom land; not subject to overflow, and is well adapted to the production of cotton and corn. This plantation is favorably situated, being within seven miles of Black Creek Depot, on the W. R. R. and within five miles of the Greenville Plank Road, and has been long known as one of the most valuable in this portion of the State. E. RUFFIN.
September 23, '54. 1—swtf.

Blacksmithing, Horse-Shoeing, &c.
EDWARD YARBROUGH, Jr., HAVING erected a new Blacksmith Shop at the corner of Hargett and Wilmington St's., is prepared to have all work in the above line executed with care and dispatch. The well known *Jim Atkins*, with competent assistants, being permanently engaged, he is enabled to have the animals entrusted to his care shod in a workmanlike manner.
Raleigh, May 20, 1854. 54—tf.

A DESIRABLE RESIDENCE FOR SALE. The subscriber offers for sale her place of residence in Wake County, N. C., situated five miles West of Raleigh, immediately on the Central Rail Road. The DWELLING is a very large and convenient one, handsomely situated. The outhouses are good, consisting of the Printing Office Buildings, Kitchen, Ice-house, Barn, Stables, &c., &c. There is a Well of excellent water, with a chain pump. Also a great variety of Fruit Trees, Grape Vines, etc.
The Tract of Land contains 130 acres—60 acres of which is cleared and susceptible of a high state of improvement—some 20 acres being good meadow land. Other lands, if wanted, may be purchased adjoining.
In consideration of its healthful and convenient location, and many valuable improvements, it is in every respect desirable as a place of residence.
Any persons wishing to purchase are invited to call and examine the premises for themselves at as early a day as practicable. G. MEREDITH.
Dec. 20 1854. 8—tf.

P. F. PESCUD,
WOLESALE AND RETAIL DRUGGIST, Raleigh, N. C., IS NOW RECEIVING HIS extensive purchases for the SPRING TRADE, and the rapidly increasing demand having justified his purchasing many articles in original cases, which he has hitherto procured in small quantities, justifies him in offering unprecedented inducements to his friends and customers. To the trade—he will sell the most popular Patent Medicines at the Proprietors prices, and respectfully requests dealers and the public generally to give his stock and prices an examination before sending their orders North or elsewhere.
March 24, 1854. 37—

LYON'S RAT PILLS AND SALVE. DON'T be annoyed any longer with rats, when you can exterminate them by giving Rat Pills, or greasing their food with Coster's Salve, which you will find at PESCUD'S.

PERFUMERY, Hair Brushes, Tooth Brushes, and Fancy articles in great variety, for sale by
P. F. PESCUD.
Nov. 4th. 101—

HAIR BRUSHES.—The most extensive variety of Hair Brushes in this City, may be seen and bought very cheap at P. F. Pescud's DRUG STORE.

DR. E. C. ROBINSON.
SURGEON DENTIST,
RESPECTFULLY INFORMS THE LADIES AND Gentlemen of Raleigh, that he will make a professional visit to that town about the 10th of January, and remain a few weeks.
He proposes to pay such visits three or four times every year, so that those who may desire to patronize him will be enabled to do so at stated periods.
Whole sets of Teeth put up by Atmospheric pressure, with Artificial Gums—so perfectly natural that none but a practised eye could detect them.
Rooms at the Yarbrough House. Ladies waited on at their residences, if desired.
He must respectfully refers to the undersigned gentlemen, viz: His Excellency Thomas Bragg, Hon. W. Dallas Haywood, Hon. Asa Biggs, Major Walter Gwynn, Ed. Graham Haywood, Esq., Dr. W. H. McKee, Dr. W. Hill, Dr. H. J. Macon, Warrenton, N. C.
January 10, 1855. 14—3m.
☞ Dr. R. will be absent from Raleigh for a few weeks. All orders left with Col. Yarborough will be attended to immediately on his return.

NEW CO-PARTNERSHIP.—WHITE & DAVIS have this day associated with them Mr. WHITMEL H. HARDEE, and our firm will henceforth be WHITE, DAVIS & HARDEE. Conducting a *General Commission Business*, they will give prompt and faithful attention to the sale of every description of produce and merchandize, and solicit consignments of the same.
Petersburg, Va., Jan. 3, 1855. 21—tf.

NORTH-CAROLINA MUTU'L INSURANCE COMPANY, *Raleigh*,—This Company has been in successful operation for more than seven years, and continues to take risks upon all classes of property in the State (except Steam Mills and Turpentine Distilleries,) upon favorable terms.
Its Policies now cover property amounting to $4,500,000, a large portion of which is in country risks; and its present Capital is over Six Hundred Thousand Dollars, in bonds properly secured.
The average cost of Insurance upon the plan of this Company, has been less than one-third of one per cent per annum, on all grades of property embraced in its operations.
The following persons have been elected Directors and Officers of this Company for the present year:

DIRECTORS.

JOS. G. B. ROULHAC,		JOHN COX, Edenton,
C. W. D. HUTCHINGS,		JOSHUA BONNER, Salem,
JNO. R. WILLIAMS,		J. H. POOL, Elizabeth City,
JOHN PRIMROSE,		F. F. FAGAN, Plymouth,
H. D. TURNER,	of Raleigh.	ALEX'R MITCHELL, Newbern,
S. W. WHITING,		W. N. H. SMITH, Murfreesborough,
T. H. SHARP,		H. B. WILLIAMS, Charlotte,
GEO. MCNEIL, Fayetteville,		JOHN B. BARRETT, Milton,
J. G. WRIGHT, Wilmington,		A. T. SUMNY, Asheville.
JAS. E. HOYT, Washington,		
JAMES SLOAN, Greensboro'		

All Directors are authorised to receive applications.

OFFICERS.

J. G. B. ROULHAC, *President*,
HENRY D. TURNER, *Vice-President*,
S. W. WHITING, *Treasurer*,
JOHN C. FARTRIDGE, *Secretary*,
JOHN H. BRYAN, *Attorney*,
J. HERSMAN, *General Agent*,
S. W. WHITING, JNO. R. WILLIAMS, JOHN PRIMROSE, } *Executive Committee.*

All communications in reference to Insurance should be addressed to the Secretary, post paid.
JOHN C. PARTRIDGE, *Secretary*.
Raleigh, Jan. 11, 1853. 19—

NORTH CAROLINA MUTUAL LIFE INSURANCE COMPANY, Raleigh, N. C. This Company insures the lives of individuals for one year, a term of years, or for life, on the MUTUAL PRINCIPLE, the assured for life participating in all the profits of the Company. For policies granted for the whole term of life, when the premium therefor amounts to $30, a note may be given for one half the amount of the premium bearing interest at 6 per cent without guaranty.
The prompt manner in which all losses have been paid by this Company, together with the low rates of premium, present great inducements to such as are disposed to insure.
SLAVES are insured for a term of from one to five years, for two-thirds their value.
All losses are paid within 90 days after satisfactory proof is presented.

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CHARLES E. JOHNSON,	WM. W. HOLDEN,
WM. D. HAYWOOD,	WM. D. COOKE,
JAMES F. JORDAN,	R. H. BATTLE,
QUINN BOBBE,	WM. H. JONES,
H. W. HUSTED,	F. C. HILL,
WM. H. MCKEE,	SEATON GALES.
CHARLES B. ROOT.	

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DR CHARLES E. JOHNSON, *President*,
WILLIAM D. HAYWOOD, *Vice President*.
JAMES F. JORDAN, *Secretary*,
WILLIAM H. JONES, *Treasurer*,
H. W. HUSTED, *Attorney*,
CHARLES E. JOHNSTON, M. D. } *Medical*
WILLIAM H. MCKEE, M. D. } *Board of*
RICHD. B. HAYWOOD, M. D. } *Consultation.*
WILLIAM D. COOKE, W. W. HOLDEN, CHARLES B. ROOT, } *Executive Committee.*
J. HERSMAN, *General Agent*.

For further information, the public are referred to the pamphlets, and forms of proposal, which may be obtained at the Office of the Company, or any of its Agencies.
Communications should be addressed, (post paid,) to
JAMES F. JORDAN *Secretary*.

GREENSBOROUGH MUTUAL INSURANCE CO. At the end of Three Years, such has been the care and economy of the officers of this Company, that we are still free from debt; have made no assessments and have now such a large Capital in cash and notes, that we have no hesitation in saying to the public, that there is no safer Company in the Southern Country. The most of the Risks in this Company being in the Western part of the State, where the danger from fire is much less. .
At the last annual Meeting the following officers were re-elected.

JAMES SLOAN, President
S. G. COFFIN, Vice President.
C. P. MENDENHALL, Attorney.
PETER ADAMS, Sec'y & Treasurer.
W. H. CUMMING, Gen. Agent.

DIRECTORS.—James Sloan, Dr. J. A. Mebane, C. P. Mendenhall, Wm. S. Rankin, Rev. C. F. Deems, James M. Garret, Jed H. Lindsay, W. J. McConnel, E. W. Ogburn, J. L. Cole, D. P. Weir, Greensborough; E. F. Lilly, Wadesborough, Dr. S. G. Coffin, Jamestown; Joshua Tavloe, Washington; Wm. A. Wright, Wilmington; John I. Shaver, Salisbury; John H. Cooke, Fayetteville; H. G. Spruill, Plymouth; Robert E. Troy, Lumberton; Dr. R. H. Scales, Lenox Castle.
All communications should be directed to the Secretary free of Postage. PETER ADAMS Sec'y.
August 6, 1854. 75—tf

GREENSBOROUGH MUTUAL LIFE INSURANCE AND TRUST COMPANY. This Company offers inducements to those wishing to effect Insurances for life, rarely presented by similar institutions.
Those who take Policies of Insurance for Life, and those only, are *Members of the Company*—entitled to such profits as may be realized from an accumulated Premium Fund, and from the large amount of Deposits in the Trust Departments of the Company, which are kept actively employed.
Policies of Insurance issued on the applicants' own life, or on the lives of slaves, for a year, or term of years, at a moderate rate of premium.
Deposits of money received in the Trust Department—the operation of which is that of a *Saving's Bank*—and the depositors allowed interest at the rate of 3 per cent. per annum for any time not exceeding four months; 4 per cent. over four and not exceeding six months; and 5 per cent. for any time over six months.
Pamphlets containing full and particular information forwarded to any required address.
D. P. WEIR, *Sec. & Treas.*
Greensborough, N. C. September 1, 1854. 87—1y.

5,200 ACRES of TURPENTINE Land FOR SALE.—We offer for sale a tract of Pine Land containing about 5,200 acres, situated in Onslow county, adjoining the New Hanover county line. The Holly Shelter road from Wilmington to Jacksonville and Rich lands, runs through it. There are 11 crops of Boxes on the land now in successful working condition, a Turpentine Still, capable of running 30 barrels, a Dwelling House Store and Warehouse, Cooper's and Blacksmiths shops Barns, Stables, Negro Houses, and in fact every thing necessary for the prosecution of the business; 16 mules, 4 waggons, timber carriages, &c., stock of cattle and hogs. The produce of the land is hauled 9 miles to navigable water for flat boats at all seasons of the year. The timber is hauled 5½ miles to a Creek. There is a considerable quantity of good timber on the land, and lightwood for making tar in abundance.
The above presents a favorable opportunity for Turpentine and Timber dealers, to make an investment which can not fail to be highly remunerative. There are no Still within 10 miles of the place, and consequently no competition in the purchase of the raw material. The subscriber having other business to attend to cannot give the place proper attention, and will sell the whole, or an interest of one half to a competent person who will take charge of the premises and conduct the business. Apply to
WM. A. GUYER, or
J. R. BLOSSOM,
Wilmington, N. C.
September 16, 1854. 86—tf.

MAIL ARRANGEMENTS AT RALEIGH.
Arrival and Departure of Railroad and Stage Lines at and from Raleigh.

NORTHERN MAIL,—(BY RAILROAD,)—
Leaves daily ..... at 7½ a. m
Arrives daily ..... at 6½ p. m
(Mail closes at 6½ a. m.)

SOUTHERN MAIL,—(BY TWO-HORSE HACK,)—
Leaves daily ..... at 7½ a. m
Arrives daily ..... at 3 p. m.
(Mail closes at 6½ a. m.)

WESTERN MAIL,—(BY FOUR-HORSE COACHES,)—
Leaves daily ..... at 8 a. m
Arrives daily, ... at 2½ p. m
(Mail closes at 8 a. m.)

PITTSBOROUGH MAIL,—(BY TWO-HORSE HACK,)—
Leaves Sunday and Wednesday ..... at 5 a. m
Arrives Monday and Thursday ..... at 7 p. m
(Mail closes Tuesdays and Saturdays at 9 p. m.)

GOLDSBOROUGH MAIL,—(BY FOUR-HORSE COACH.)—
Leaves daily, (except Sunday,) ..... at 7 a. m
Arrives daily, (except Monday,) ..... at 11 p. m
(Mail closes at 7 p. m.)

TARBOROUGH MAIL,—(BY TWO-HORSE HACK,)—
Leaves Monday, Wednesday and Friday, ... at 5 a. m
Arrives Tuesday, Thursday and Saturday, ... at 7 p. m
(Mail closes Sunday, Tuesday and Thursday at 9 p. m.)

ROXBOROUGH MAIL,—(BY HORSE,)—
Leaves Friday, ... at 12 m.
Arrives Friday ..... at 9 a. m.
(Mail closes Friday at 12 m.)

5000 Russians Killed by a Small Detachment OF TURKS!!

A QUESTION ARISES IN THE "CITY OF OAKS" now, who sells the cheapest goods, but that trouble can be easily decided just by calling at the beautiful Store in LOUGER'S new brick building occupied by JOS. SCHLOSS & BROTHER, who boast of their well selected stock for the Fall trade. They have brought on, in part 300 pair of the best quality of French and German Cassimere Pants, a few hundred different stiles of cloth, beaver, sattinet and other kinds of frock and sack over coats, an extensive variety of silk velvet vests, very superior quality, as well as silk, silk plush, satin, farmer's satin, down to Vests for 75 cents. The latest style of Talmas or short and long Cloaks, and everything else usually kept in a furnishing store. They pa ticularly call the attention of gentlemen to their best Merino English Shirts from $1 25 up to $1 75 which cannot be bought at such prices elsewhere. All articles made to order in their manufactory in Baltimore warranted.
Also, a fine stock of ladies goods not excelled by any other house in this City, embracing every article to meet the taste of the fair sex, from fine silk down to cotton cloth for 5 cents a yard.
As our partner, Mr. Jos. Schloss, has sojourned in the Northern Cities for four months in succession has availed himself of all advantages of the northern market as well as any wholesale house in the Union. They can and will, and have done it already, undersell any of their opponents.
Remember and call two doors above E. L. HARDING'S.
J. SCHLOSS & BRO.
Raleigh, October 12, 1854. 95—

SILAS BURNS, PROPRIETOR, BUILDER OF STEAM ENGINES AND GENERAL MACHINIST. The above establishment has been in successful operation about one year, and has turned out some of the best STEAM ENGINES and SAW MILLS that have ever operated in this or any other State.
Orders are solicited for Steam Engines and Saw Mills, Mill Gearing and Machinery of every discription to be completed during the Summer and Fall. The improved condition of the Raleigh and Gaston Rail Road will enable me to fill with dispatch and punctuality all orders after the 1st of July.
The following certificate will show the character of the work executed at the above Works:

"AUBRY, Cumberland, May 15, 1852.
"MR. SILAS BURNS—*Dear Sir:* Our Engine and Mills, made at your shops, have been at work nearly two months, and fully meet our expectations. The ENGINE, as to FINISH and STRENGTH, PERFORMANCE and DURABILITY, is inferior to none in the State of the same class made here or elsewhere. The MILLS run with a smoothness and speed truly astonishing. In ordinary sawing we cut in a common sized log, 1 foot, in 3⅝ seconds or 16 feet per minute. We have run, however, through an 18 feet log in 32 seconds

REMARKS OF MR. THOMAS,
OF JACKSON,

Delivered in the Senate of North Carolina, upon the Bill to provide for the extension of the North Carolina Railroad west to Chattanooga, on its third reading, and subsequently upon the French Broad charter, if made, to precede the extension, as calculated to delay its construction.

(CONCLUDED.)

But while most of the opponents of the extension of the railroad west admit that it would command a fair proportion of the through travel, they insist that no freight can come from the Mississippi valley and that the travel will not be sufficient to justify the State in making so large an expenditure of the public money. In order to form correct opinions upon the objection founded upon the supposition that no freight of any importance can come from the Mississippi valley, I have taken the pains to look into the resources of that valley and to condense from the American Railroad Journal published prior to July last, a statement of all the main trunk lines of railway which have extended from the Atlantic to the Mississippi valley.

The statement shows the length and cost of each road, the amount of capital paid in, the liabilities of the company, the gross and net earnings of the road, amount of dividends and value at that time of the shares of stock in market, which will be found sufficiently correct for all practical purposes.

NAME OF COMPANY.	Miles open.	Capital paid in.	Debt.	Total cost of Road and equipment.	Gross earnings for last offic'l year.	Net earnings for last offic'l year.	Dividends for do.	Price of shares.
1Western, in Massachusetts, Southern Michigan,	155 315	$5,150,000	$5,819,530 8,741,564	$9,953,358 7,276,616	$1,525,224 1,200,922	$ 746,736 589,929	7 17	$ 90 119
2New York Central, Cleveland and Columbus,	504 135	23,085,600 3,027,000	10,773,823 408,200	33,859,423 3,055,000	777,798	483,454	recently constructed	104½ 116
New York and Erie,	404	10,000,000	24,003,865	38,070,863	4,818,962	1,800,181	7	69½
3Pennsylvania Central,	250	9,768,155	5,000,000	13,600,000	1,948,827	617,625	recently finished	97
4Baltimore and Ohio, Md.	381	13,118,902	5,677,103	22,254,338	2,038,420	798,198	7	58
5Virginia and Tennessee,	78	2,650,091	707,958	3,545,856	109,268	42,786	in progress	
6South Carolina,	242	3,858,840	8,000,000	7,002,396	1,000,717	609,711	7	126
Georgia Central,	191	3,500,000	418,187	3,465,879	956,074	585,608	8	116
Georgia Road,	211	4,000,000	1,914	400,214	934,421	456,468	7½	

1In addition to this road to the west, Massachusetts is now forming another connection and tunnelling through the Hosac Mountain. Loan by the State, $2,000,000.

2In addition to those large expenditures to command the western trade, the State of New York expended in the construction of the Erie Canal $9,000,000, which by a tax on commerce has paid for its construction, and is now being enlarged at an expense of $10,000,000.

3In addition to the Central Railroad the Philadelphia and Columbia Railroad has been constructed and is owned by the State of Pennsylvania.

4In addition to this important railway across the Blue Ridge Maryland has contributed largely to the construction of the Chesapeake and Ohio Canal.

5This estimate does not embrace the divisions across and a tunnel through the Blue Ridge which is exclusively a State work, nor the more costly road to the James River and Kanawha Canal which was projected by General Washington, which has cost about $10,000,000.

6The estimate of the South Carolina road only extends to Augusta it does not embrace the Blue Ridge road through the Rabun Gap to Knoxville, which is estimated to cost near the same amount.

As a proof that these roads have not been considered unprofitable to the States that have embarked in them, most of these roads being found insufficient to transport the freight to the Atlantic, and being laid with double tracks. Cities have been built up on the lines as well as on the Atlantic, in proportion to the facilities furnished to the commerce of the Mississippi valley. And the competition so far has not been with the railroads for freight; but with freight to obtain outlets to the Atlantic, and such it must continue to be after all the projected roads across the Alleghany mountains have been completed, and their capacities trebled by being furnished with double tracts.

What a commentary this furnishes to show the absurdity of the doctrine that freight will seek its natural outlets! The Great Mississippi valley has but two natural outlets—the Mississippi and the St. Lawrence rivers—all other outlets and artificial channels have been effected by the arts of man.

The doctrine advanced by some of the prominent members of both Houses in opposition to the extension of the railroad west—"that if built so as to form a connection with the railroads and steam boats of the Mississippi valley no freight will come over it,"—is, with due respect to their opinions, fully as absurd as the doctrine "that trade will seek its natural channels." The statement of the earnings of all the roads that have been built, proves that the quantity of freight transported has corresponded with the means furnished for transportation, including the Baltimore and Ohio road, which in crossing the Blue Ridge has a maximum grade of 116 feet to the mile. The value of stocks in that and all other roads in part depends upon the indebtedness of the company and the condition of the money market, but the intrinsic value of railroad stocks as well as the value of all other species of property, permanently depends either upon the income produced or the ability to produce income.

The present capacities of the valley of the Mississippi to furnish commerce which is rapidly on the increase is a sufficient guaranty of a sufficiency of freight to support all the railways which will probably be constructed to the Atlantic.

The Railroad Record, published in Cincinnati, furnishes valuable data by which to estimate the amount of commerce west. The Editor in number 102, says: That steamboat building commenced in the west at Pittsburg in 1811, and up to 1817 not more than half a dozen steam boats were built, since that time it has continually increased." The number of steamboats on the western rivers and lakes he estimates at 900, and their tonnage at 260,000 tons.

We have a steamboat commerce in the west traversing 30,000 miles of coast, and moving a commerce of $330,000,000. This is the creation of only forty years of industry and enterprise in the valley of the Mississippi; what will another forty years accomplish?

Railways have not diminished steamboats; on the contrary, they are a help to them, there is a certain function for each to perform. But it is argued that North Carolina has not the means to effect so great an enterprise.

It has been shown that two millions of her bonds payable in 35 years, bearing an interest of 6 per cent. is all that will be required for that object. And if any doubts be entertained as to the sufficiency of the means set forth, pass the bill, provide the transfer of $3,000,000 of railroad stocks, let $1,000,000 be subscribed on the line from Duck Town to Salisbury, which, if the cross charter proposed can be raised, in three months responsible contractors will be found who will take the payments as proposed, and build the whole road in seven years, which will always be needed, and will not diminish with time.

When, therefore, the railways of North Carolina become connected with the great commercial fountain of the Mississippi valley, and its commerce begins to descend the Atlantic slope, North Carolina will not only find a use for the North Carolina road, but other roads will become equally necessary, as well as the improvement of her rivers leading to every inlet on her eastern seacoast. Has she not the means, therefore, to accomplish this object?

She certainly, at present at least, has open pass to the Mississippi valley, through the valley of the French Broad, and that of the Tennessee. And South Carolina has an outlet to the latter, through the Rabun Gap, in Georgia, which is to be the great north and south road. Midway between the eastern Atlantic and the Mississippi river, connecting Lakes Michigan, Huron and Erie with the cities of Charleston and Savannah on the Atlantic, and the cities on the Gulph of Mexico. And being a north and south line extending across 15 degrees of latitude, differing in climate, soil, and productions, extending from perpetual ice and snow to perpetual green leaves, flowers, and ripe fruits, with a branch extending from the Tennessee valley to Cairo, and another west to Memphis. Can any doubts be entertained as to the quantity of freight that will concentrate on the Tennessee river? And if connected with the North Carolina road, one being an east and west, and the other a north and south line, would prove equally beneficial to both. The former would contribute freight and travel going south, while the latter would contribute freight and travel going east.

Ought not this important outlet to satisfy Charleston and the State of South Carolina? Georgia in granting that outlet through the Rabun gap still had a pass to the valley of the Mississippi at Chattanooga reserved for her own people, and already connected by railway with her commercial cities with through freight in their favor and transhipment against Charleston. Not so with North Carolina; when she gives up her pass through the French Broad valley in the direction of Chattanooga, she deprives her own cities of the commerce that would center in that valley, which if not furnished with an outlet through that valley would naturally descend to Fayetteville and the ports east of it.

And why should the opponents of extension desire to defeat it by granting the French Broad charter, why not at least permit the extension first to be secured? Will not the capital of the French Broad valley be absorbed in the stock of the road to be built up under the cross charter, and then even if the bill for the extension pass, who will be found to take stock in it beyond Morganton? You had as well fix that as the point as French Broad, because it cannot obtain individual subscriptions to extend beyond that point, so that the great western extension would dwindle down to the extension of about half the distance to French Broad, and to a point favorable to a connection with the East Tennessee and Virginia road by the Atlantic, Tennessee and Ohio charter, which of course would follow granting the French Broad charter. The people of the French Broad valley, instead of having the expenditures of large sums of money in tunnelling through the Blue Ridge and extending to the French Broad river, with a certainty that the road would reach that point in a few years, will find themselves holding on to a cross charter with chances in favor of the route through the Catawba valley being adopted, and her route superseded in forming a connection with Tennessee and Kentucky by a line reaching to the mouth of Sandy at the mouth of the Ohio. And this would be far less injurious to North Carolina and far more beneficial to South Carolina than the route through the French Broad valley.

While the latter would have to extend a large portion of the distance through a broken country with no navigable streams to connect with, the former would form another great North and South line connecting Charleston with the great bend of Ohio opposite the center of the Ohio State, at a distance of not exceeding 550 miles, which would enable her to obtain a continuous guage of five feet to avoid transhipments between these points, and instead of being disconnected with the east Tennessee and Virginia road which is also a five foot guage, would be permitted to connect tracts with that road.

The pass to the Mississippi valley would still be kept open, and all the portions of the State west of Morganton would be united in favor of extension at no distant day. But if the road were built through the French Broad, or a prospect of its being built there, it is quite probable that the western extension could only be accomplished by commencing under a separate charter at Duck Town, and coming east to the French Broad, and the State constructing the mountain division of the Blue Ridge, so as to complete the connection, and like Virginia, levy a duty upon tonnage and trade sufficient to pay for the expenditure and protection which she gives.

But, it is argued by some that the latter is an unjust mode of taxation, but no attempt is made to demonstrate its injustice. If unjust, then the policy of the General Government in levying duties on foreign imports is equally unjust. It requires foreign commerce to be brought through particular ports where custom houses have been established, and the payment of duties ranging from 20 to 50 per cent. to be made before the commerce is sold in the United States. And thus the United States, as well as all other nations, tax commerce for the protection it receives on the high seas, and indirectly it sustains the principal governments of the civilized world. The States under the federal compact surrendered the power of levying duties upon commerce on the ocean, but reserved the power to control commerce within the limits of the States. And North Carolina has as much right to control the commerce within her limits, by virtue of her sovereignty, as the national government has on the ocean, and for the same reasons and for the same objects. And she has as much right to tax the citizens and commerce of other States and other nations, as to tax the citizens and commerce of the people of North Carolina. Both should be taxed for the protection received.

A tax of 40 cents per ton and 50 cents upon travel on a great branch road, which would connect the Atlantic with the valley of the Mississippi, would produce more revenue to the State than is now raised from direct taxes on land and poll. And would not the people of North Carolina find it much easier under the former system than the latter to pay for constructing her improvements and supporting the State government? It is by the exercise of this power that some of the Atlantic States have extended railroads to the Mississippi valley, and expended the large amount which it cost to construct them. The immense exports and imports of the Mississippi valley is sufficient to accomplish these results. And North Carolina, by the exercise instead of a surrender of this portion of her sovereignty can relieve her citizens from direct taxation, always more or less odious, by the adoption of the indirect mode which makes the civilized world contribute aid to these objects, instead of taxing her own citizens alone for the benefit of the civilized world.

And by pursuing this policy North Carolina will increase in population, wealth and power, and her commercial and manufacturing towns, by having discriminations in their favor, will be built up—the same has taken place in other Atlantic States similarly situated. But without the adoption of that policy, and making discrimination in the creation of improvements in favor of your own commercial towns, North Carolina must grow poorer, and her towns diminish instead of increase in population. A comparison of other Atlantic States, and their commercial cities will demonstrate the truth of this position.

Commencing with the little State of Massachusetts—what was her policy and what has been its effects? By the investment of upwards of $52,595,288, in railroads, which communicate with, and centre in the city of Boston, by which that Atlantic seaport was built up.

What built up the city of New York and made it the commercial emporium of the United States? The Hudson river connected with the Erie canal, in the construction of which the State of New York expended $9,000,000, which, by a tax on commerce, has been paid for, and for the enlargement of which $10,000,000 more is being expended. And the construction of railways which centre in New York, at a cost of $76,000,000.

What built up the towns of New Jersey and relieved her citizens from taxation for the support of her State government? The expenditure of $9,040,000 in the construction of railways.

What built up the city of Philadelphia and made it the second city in the Union for commerce and population? The expenditure in railways and canals which centre in that city, of more than $50,000,000.

What built up the city of Baltimore? The expenditure, by the little State of Maryland, of more than $30,000,000 in canals and railways which communicate with, and centre in that city.

What prevented the city of Norfolk, with a harbor equal to that of New York, and superior to the harbors of Philadelphia and Baltimore from being built up like those cities? The want of the same commercial facilities being furnished, and by the improvements made being so located as to divert trade from instead of to these cities. And by greater facilities being furnished to reach the cities of Virginia and South Carolina, commerce was diverted from the former to the latter.

And in the same manner Virginia by being too slow to furnish commercial facilities lost her east Tennessee trade, and South Carolina and Georgia gained it. At one time the commerce of east Tennessee was carried by waggons and teams from Lynchburg, Va. to Knoxville, Tenn. The construction of the Railroads which connected Charleston and Savannah with Chattanooga on the Tennesse river, connected from that point by Steamboats with Knoxville, by furnishing a cheaper and quicker transit, transferred the commerce of East Tennessee from Virginia through the ports of Charleston and Savannah. It is that commerce that has increased so rapidly the population and wealth of those cities in the last five years. The loss of that trade by Virginia taught the people of the old dominion the importance of furnishing commercial facilities.

It was the loss of that trade which contributed to break down old fogyism in that State and gave rise to a liberal system of internal improvements. That State is now forcing a railway from Norfolk to Knoxville to regain the commerce she lost by neglect, and South Carolina is extending the Blue Ridge road to the same point to retain it. Old fogies are as scarce now in those States as those who wore the ancient dress of our ancestors—short pants, long stockings and large knee buckles. And go there and advocate the doctrine that a sovereign State has no right to control her trade and commerce, and ought to permit other States to come in and exercise those functions for her, "*provided they charge no money*," you would be answered as Virginia answered Maryland and Pennsylvania—"Virginia is able to make her own improvements." And to gratify a small portion of her population is unwilling to surrender a portion of her sovereignty—"that of controlling her commerce for the benefit of her own improvements and her own cities." If she makes concessionss to other States she requires concession to be made which are of equal value to her. This is what North Carolina, if she claims to be a sovereign State, ought to do. And when she grants a cross charter instead of asking no other question than "*is any money required?*" so often repeated during the present session, the question should be, what advantages are to be gained to the State? are they equivalent to the concessions made! Acting upon this principle, if a cross charter to connect Greensborough with Danville be granted the State ought to require Virginia to make a similar concession; and to make provision for the extension of a railway to connect the North Carolina Road from its great bend, near Greensborough, through Virginia with the Virginia and Tennessee railway near Wythville. This would act as a feeder to the North Carolina Road east to that point in furnishing freight to increase the commerce of Wilmington and Beaufort. And would increase the through travel on the roads west from that point, coming from Richmond when connected with Danville, which without such connection will, as soon as the Virginia and Tennessee road is completed, be transferred to that road. And the tobacco of Rockingham and other bordering Counties, both in this State and Virginia, that seeks a Southern market, would be carried over the North Carolina road with the travel going in that direction.

And even the old commercial town of Fayetteville, which is now threatened with destruction by being ditched round by Railroads, but unconnected with any, when connected by Railway which ought to be done at this session—with her coal, and iron mines and extensive water power situated at the head of steam'boat navigation, will become one of the largest manufacturing towns in the State.

But some of the eastern members representing the planting interest, reply to all this, what interest have we in western extension and protecting commerce, even if it should accomplish all those results? The east pay most of the taxes and consequently it is not right to tax them to effect a Railroad connection with the west and the Mississippi valley, and is it not cheaper to grant cross charters for which no money is asked?

In this it seems probable that eastern Senators have overlooked the true interest and underated the intelligence of the planters of the eastern portion of the State.

Is it any harder on the eastern planters of North Carolina, being on navigable streams and Railroads which furnish the cheapest modes of transportation, to be taxed to extend a Railrond to the valley of the Mississippi than it was for the planters similarly situated in Maryland, Virginia, South Carolina and Georgia to be taxed by those States for the extension of similar improvements to the valley of the Mississippi? Suppose the extension of the Railroad west should benefit the extreme western portion of the State and with it nearly one half of the white population of the State, in furnishing them with cheap transportation, which as compared to waggon transportation reduces the cost of transportation nine-tenths, on the articles of production and consumption, and in the same ratio increase the former and diminishing the latter, and thus developed their agricultural, manufacturing and commercial resources, that it should result in doubling the value of their lands and quadrupting the population of that portion of the State, that it should enable them to reach the seabourd of their own State from the extreme west in twenty hours; would not the middle and eastern portion of the State also be benefitted, to the amount they would be required to contribute to accomplish these results!

As Railroad facilities were furnished in the west would not the commercial towns in the middle and eastern portions be built up? As the value of property increased in the west would it not increase in the commercial towns of the east? And if not to the same extent, would it not lessen the burthens of taxation upon the planters of the east? As the population increased in the west would it not increase in the commercial towns of the east? And after the State has in her revenue laws discriminated in favor of articles which "are the growth and the manufacture of the State," to benefit farmers and mechanics, can they justly complain of a discrimination being made in the construction and location of improvements to benefit the commercial interest of your own State? Why should you tax that interest and refuse it the same protection that is extended to all other interests in the State? But taking the eastern portion of the State including the commercial towns, what right have they to complain of being taxed to effect western extension, as bearing more heavily on them than the west? Does that portion of the State pay any more than the west in proportion to the property they have? Does not the owner of one slave pay in proportion for the protection of that slave as is paid by the owner of five hundred? and what right would the latter have to be always complaining of the great inequality in the payment of taxes, which existed between him and the owner of the one slave? The same rule applies to all other descriptions of property. But there is another very important consideration connected with the burthens of taxation, which some of the members representing the large slaveholding counties, in boasting of the amount of taxes those counties pay seem to have overlooked, and that is, that a State to maintain its sovereignty, to put down insurrection or repel invasion, needs something more than taxes. She needs men as well as money, and the counties that have most slaves and contribute most of the latter, contribute in the same proportion fewer men to defend the State. And the west would have the same right to boast of furnishing the men to defend the State as the east would to boast of furnishing the money, which in times of danger is the more important, so far as taxation and protection are concerned. There is an another reason why the eastern portion of the State, owning the larger quantity of slaves, should not complain of the west, it is the greater proportion of taxes that portion of the State pays which enables her to send two thirds of the representation on the floor of the Senate, which to some extent would be changed by the extension of the Rail Road west. In 1835, when the west consented to adopt taxation as the basis in the Senate, which causes me to represent four Counties and eastern Senators, who complain most of the inequality of taxes, but one, was it not then contemplated to produce an equilibrium in the Senate by the extension of a Rail-Road west? And now would it be fair for the east to refuse to carry out that provision of the compromise and at the same time insist upon the compromise to preserve the present basis of representation? It is known that since 1847 I have been the advocate of preserving both these provisions in the compromise between the east and the west; but I will here take the liberty of saying to my friends from the east if you expect to avoid a Convention don't depend exclusively upon free suffrage to effect that object. It only requires five dollars to purchase fifty acres of land in any part of the west. The difficulty is not in obtaining the freehold qualification but in keeping it, that makes the non-landholders of the west look on it as important; and as the homestead law—which requires no change of the Constitution—would secure to that class their homes, is now being advocated it may lessen the desire for the former, especially if the property holders of the State should come to the conclusion that it was best to hold the reins over the taxing power. The only plan therefore to preserve the constitution from the danger of conventions, in which the east certainly have nothing to gain, is to carry out their compromises with the west in good faith—divide the School fund as provided by the act of 1825 that created it, among the several counties in the State agreeably to "the number of children to be educated,"—extend your Railroads west to the limits of the State, and insist upon preserving the compromises between the east and the west.

And when the school fund is divided so that the indigent in every part of the State can receive the same advantages from the Common Schools, you have removed the cause of much dissatisfaction which exists between the Counties having a preponderance of white population over the black, and the Counties having a preponderance of the latter over the former, which, with a view to harmony in the threatened position of the South is worth much more to the owners of slaves than the impolitic distribution of the school fund, which its present advocates will admit at no distant day.

And when your railroads and telegraphic lines are extended from one extremity of the State to the other, and North Carolina in the exercise of her sovereign power to levy duties upon tonnage and travel, shall have discharged the debt contracted for that object and afterwards to relieve her citizens from the burthens of direct taxation, upon the same plan and by the same means that the revenue of the government of the United States is now raised, except that the State will tax exports as well as imports, even the planters of the east will, with the citizens of the commercial towns, be satisfied and feel that their interest is identified with the west.

And if other States with less means could effect a Railroad connection with the valley of the Mississippi what is to prevent North Carolina? Is her representatives or the people they represent prepared to admit their inferiority? Have they not the means to effect the object? In accomplishing the civil revolutions produced by Railroads, in favor of civilization and every thing that tends to promote the happiness of man; it is quite different from a political revolution. While the former only requires money, the latter requires not only money but frequently great privations and sacrifice of life as well as treasure. Will it be presumed that the descendants of the men, who to accomplish a political revolution, pledged their lives, fortunes and sacred honor, and submitted to the privations of a seven year's war, have so degenerated that they would not be willing to submit to such pecuniary sacrifices to obtain commercial liberty, exemption from taxes, and equality with her sister States!

Notwithstanding North Carolina, for want of internal improvements, has increased in wealth and population much slower than States that have been provided with these commercial facilities; yet can it be said that the State is too poor to improve it and will have to resort to the surrender of a portion of her sovereignty to get other States to come in and improve it, provided a surrender of sovereignty instead of money is all that is required? Esau parted with his birth right for a mess of pottage, and thought no money was charged, his descendants ceased to be the equals of the descendants of Jacob. Before North Carolina, under the pretence of poverty, commits a similar act, let us see what are some of her resources.

Has she not 50,000 square miles of territory? Has she not an industrious and enterprising population of about 870,000? Are not their lands and personal property, leaving out the slaves, estimated at $226,800,472? Have not the people of North Carolina, 288,584 slaves, which at $300 each amounts to $254,693,200, which constitutes a productive capital and furnishes a better population to construct Railroads than any class in the United States? Will the eastern portion of the State, which owns much the larger portion of the slaves, object to contributing something for the protection of that valuable property? In a few years all the States interested in that species of property will be connected by railways diverging in every direction from the west end of North Carolina.

When the people of all these States shall assemble in that country to spend their summers in the New England of the south, and near its centre, would it not be degrading to the people of North Carolina to be disconnected from that part of the State, which now contains a population of more than sixty thousand?

Looking at the effect such a union would have in bringing the people of all these States together, cementing the bonds of union between, and preparing them for what seems to be fast approaching as fast as religious fanatics can bring it about, is there a friend of North Carolina possessed of any of the spirit of his ancestors who would not be willing to accomplish such results? It is an old maxim to avoid danger is to prepare for it. This union of Railways may exercise a favorable influence in bringing back our brethren of the North to the observance of the covenant made between our fathers and their fathers; if not, the south will be prepared for any emergency. The valley from which these Railways will diverge is peculiarly adapted to the enjoyments of peace, and the security of its inhabitants against hostile foes. With the exception of the four passes into it, it is surrounded by the high peaks of the Alleghany and the Blue Ridge, and may be said to be protected by nature's walls and towers which, elevated from four to five thousand feet, pierce the clouds.

Here the Southern people will meet. From here by means of the Railway immediate protection will be given to any portion of the seaboard of the south which is from its situation most exposed against insurrections or invasions. To live to see my native mountains the center of Railroad communication, and all the States connected therewith, as well as every portion of North Carolina in the enjoyment of a liberal system of internal improvements is the highest ambition and the only one that remains to be gratified, which will still exist after I shall have retired to the shades of private life.

THE VETO POWER. We have copied from the Washington Union, a communication on this subject, which is commended to the reader's attention. It is from the pen of an eminent Statesman, long since retired from public life. His argument sustains the importance and the necessity of the Veto Power, and the conclusion is, that it is not only the *right*, but the duty, of the President, to interpose in the case of every Congressional act which he believes to be injurious in tendency, of wrong in principle.

It is worthy of especial consideration, that Consolidationists, and all who have aimed to enlarge the powers of the Federal Government, have stigmatised, opposed and sought to abolish the President's Veto. Hence, Mr. CALHOUN called it "the great conservative power of the Constitution," and resisted all attempts to restrict or degrade it. He knew well that it could never be used to obstruct necessary legislation within the undisputed limits of Congressional power; and beyond these limits, he knew that it was a thousand to one, it would never be used to check any but a bad measure, to which the true interests of the country were opposed.

To the South the preservation of this power in all its vigor, is of the greatest importance. It alone now stands between us and the sectional preponderance against us in both Houses of Congress. It is no sword for aggression, but simply a shield for defence. *Charleston Mercury.*

P. MCGOWAN. By a letter from our Weldon correspondence, it will be seen that the wounded man was somewhat easier; the last ball fired at him has not been found. His family came on from Raleigh to attend him, and last evening two of his brothers arrived from Lynchburg by the South-Side, and immediately went on to Weldon. *Pet. Express.*

REMARMS OF MR. THOMAS,
OF DAVIDSON,

In reply to a Speech of Mr. FISHER, of Rowan, on the Western North Carolina Railroad.

[The question being, in the Senate, on the amendment to the bill proposed by Mr. Thomas, to strike out Salisbury and insert Lexington—thence through the county of Davie.]

MR. SPEAKER: The remarks of the Senator from Rowan, Mr. Fisher, at first *blush*, seem to be quite plausible, but it is only necessary to examine the facts of the case to see that the ground he occupies is not only untenable bu without foundation. I am in favor of amending the bill on your table by striking out Salisbury and inserting Lexington as the Eastern terminus of the Western Railroad—first because Lexington is Central in the State; Salisbury is 18 miles South on the most practicable route to *South Carolina*, so that if the Senate wishes to make a North Carolina Railroad, it will take Lexington, and if it wishes to make a *South Carolina* one, will take Salisbury.

Sir, the Senator has spoken of Salisbury an an old but flourishing town, equal in a commercial point of view to any in the State; against which I have not one word to say. I agree that it is a flourishing town and a noble and enterprising people, many of them my personal friends.—and I wish in my heart Salisbury was in the right place. Then it would give me pleasure to support it, but, sir, we as Statesmen, have a work to perform and with a view to the interest of North Carolina, I am forced to go against *Salisbury*, and for *Lexington*.

And here, Mr. Speaker, I must ask the Senate to indulge me a moment to explain my location. It seems so far I have been unable to make any other impression than that I live in the country, and that Lexington is my town, and this is urged against me that I am contending for my town. Sir, such is not the fact. I am *not from the country, and Lexington is not my town.* I hail from the town of Thomasville, and *not the country, as many suppose.* It is true I talk like a country-man, walk like a countryman, but give me a little, (as I am a new beginner,) as I am trying to get the pavement. So that you see, sir, Lexington is not my town, but a rival of my town, and it would be better, so far as my personal interest is concerned, that Salisbury should be the point. But, Mr. Speaker, Lexington is *the point* that every North Carolinian should look to to extend this road from, and, if you fail to do so, you will inflict a wound upon the State from! which she will never recover.

Sir, it is admitted by intelligent gentlemen, both in and out of the General Assembly, that there will be very little trade that will pass over the North Carolina Railroad from West of Salisbury. It is bound to go to South Carolina. And in this connection I heard a distinguished gentleman of this General Assembly (as it is out of order to speak of the other House,) say it was impossible for one barrel of flour or bale of cotton to pass over the Central Railroad east of Salisbury from west of that point. I now call on Senators to look well to this matter, I call upon you, as the friends of the North Carolina Railroad, all the way down to Newbern, to Wilmington, and to Beaufort, all along the Wilmington and Weldon Road, all along the Raleigh and Gaston Road, down to Portsmouth Road, all over North Carolina, to go for my amendment and save the State.

The friends of Salisbury and the friends of Lexington have held two meetings for the purpose of settling on the proper point. In both of these meetings, the friends of Lexington have been willing to vote and settle the point, but the friends of Salisbury, seeing they were in a minority staved off the vote. We have been willing all the time for the immediate friends to decide the question. And if perchance Salisbury shall not be stricken out, it will not be because a majority does not believe that Lexington is the proper point, but it will be on account of other influences than the interests of the State, which are brought to bear against the *true point.*

My amendment proposes to pass west from Lexington through the county of Davie to Taylorsville, and then the most practicable route to Asheville. If you adopt this route, you will pass through as fine a county as there is in the State—Davidson good, and Davie a perfect Egypt. If you select this route, it will be a North Carolina work truly. It will pass by or near Mocksville, a growing town, you will then be 20 miles nearer the *Salt Works, the Gypsom or Plaster beds*, which are in a great abundance, *lime, iron, lead*, and almost every production of this State and Virginia, all of which it is desirable for us to get; and, besides, the people of the north east of our State and Virginia all wish to come to us, while the south-west of North Carolina desires and will go from us to South Carolina. Now, as statesmen, as friends to the whole State, to whom should we go? Again, Mr. Speaker, if you go from Lexington by Mocksville, it is 12 miles shorter than it is by Salisbury to Taylorsville from Lexington, so that if you start at Lexington, you save 12 miles to every through passenger, 12 miles to all the freight that may pass over the Road, and 12 miles in the whole length of the western terminus.

Mr. Speaker, I was one of the twenty-two Senators who voted for the charter of the North Carolina Railroad, besides the Speaker of the Senate, (Calvin Graves.) I was one of ten who took the last hundred thousand dollars at Hillsboro', when I had taked $8000 before; sir, I have a large interest in this Road, so has the State. Therefore, in behalf of the State, as well as individuals, I hope Salisbury will be stricken out and Lexington inserted, then you will have a Central and not a *South side* Railroad.

RAIL ROAD IRON. It is stated in a Northern paper that the falling off in the imports of rail road iron, this year, will be $15,000,000. It is evident that the pressure has brought many a railroad scheme to a pause; and it is perhaps well that it has, for that was one of the modes—the most pardonable one in which the extravagance of the period had manifested itself. With the return, however, of easy times, which is now apparent in all the great money markets, we may expect soon to see it break out in full power. *Observer.*

"The breaking out again" spoken of by the "Fayetteville Observer," we hope will not be the importation of any more British railway roled iron, to construct American roads with. But the "breaking out" all over the country the determination of manufacturing our own iron for our own roads. And the fixed-fact determination on the part of railway companies to use none other.—There are under successful operation, about twenty foundry rolling mills for making rails in the United States, and with a little more American State pride, there would soon be enough to supply our wants.

It has always seemed to us about as ridiculous to import iron rails from three to five thousand miles from home and in the far west it will be donble these distances, as it was for our ancestors to import brick, when, in all parts of the county where such British Brick was used, lying at most convenient places of the most ample abundance of the best brick clay and mould in the world. Great Britian desired then as she does now to manufacture every article for us "her dear children" it may be very kind and parental in our benign old mamma; but it looks to us, time that her dear yankee children reciprocated the kindness, and determined to beat her trumping at her own game. There will have been spent in North Carolina alone by the end of the present year 1855, A. D. Five Millons of Dollars for British rails, to construct North-Carolina roads. When we know nearly every one of our roads either crosses or runs contigious to as good iron ore, with, in many places, mineral coal and lime adjacent, covered with as dense a growth of forest fuel, as can be found in or out of christendom. And it is time, that these facts were stuffed down the throats of our capitalist and railway Presidents, and loud talking patriotic, and statesrights politicians.

Braxton Bragg, of North Carolina, appointed major of cavalry, is a graduate of 1837, and in a knowledge of his profession, especially of that branch of it—the *light artillery*—with which he is the more particularly indentified, he has probably no superior in the army. In the defence at Fort Brown his battery bore a conspicuous part, as it also did in the subsequent battles of Monterey and Buena Vista. Of Colonel Bragg's services on this last-named field it is unnecesary to speak, as the report of his illustrious commander, the late Major General Taylor, has made his conduct on that occasion a portion of the history of the country. Colonel Bragg received two brevets for his gallantry in Mexico, and at the time of his recent appointment was a captain and brevet lieutenant colonel in the 3d regiment of artillery. *Wash. Union.*

EMPLOYMENT OF SLAVE LABOR ON RAILROADS. In a report made by the President of the Charleston and Savannah Railroads, the application of slave labor in the construction of Southern railroads is urged with force. The President undertakes to show "that this labor is the kind which we should use at the South, because it is cheaper, can be kept under better discipline, worked both in summer and winter, and the planter be relieved from those annoyances which always accompany the in troduction among our plantations of contractors with hireling with labor from the North and foreign parts."

The arguments and illustrations upon this point are of interest and importance to those who contemplate in our own States railroads enterprises. We give them in full:

We will first compare the cost of labor to a company owning slaves, and a contractor who hire them. The usual hire of a prime negro man in this country, to work upon railroads, is about $180 per annum. If the company would purchase slaves at the present price, say $1000, the annual expense compared with the hired slave, will be about as follows:

Interest upon $1000 at 7-per cent. per ann.	$70
Insurance on life at 2½ per cent.	25
	$95

Which is a fraction more than half the sum paid for a hired hand.

I will again assume that the negro costs $1000, and show how much cheaper he can work, when we come to grading and excaving.

Interest on $1000 at 7 per ct. per ann.	70
Insurance,	25
Clothing,	20
Bacon,	15
Corn, Molasses and Tobacco,	15
Overseeing each hand per annum,	10
Tools, including blacksmiths and carpenters work,	15
Doctors' fees, each hand per annum,	1
Total expense of a slave owned by the company per annum,	$171

In excavating earth on railroads in the low country, 12 cubic yards may be assumed as an average day's work. Allowing 275 working days to a year, a negro will excavate 3300 cubic yards. Then divide $171 by 3300, and you have five and one half cents as the expense of one cubic yard. The price paid to contractors varies from 15 to 16 cents per cubic yard, demonstrating that slaves owned by the Company can excavate earth for one-third less than the usual contract price.

Where a Company with limited means is compelled to make its engagements with its contractors at one-half in cash, and the remainder in the bonds and stock of the Company, the price paid for excavation is 25 cents per cubic yard, thus making the saving to a Company owning its own slaves, still more advantageous than stated above. It may be said that white labor can perform more and better work per diem than the slave can, and therefore the contractor can afford to give him higher wages, and still make as high if not higher profits than by hiring slaves. If this is so, it is contrary to my experience, for I have tried both together several years. After the negro has had a few mouths practice with the spade, and learned how to use it, he can dig or ditch in our clay bottoms as much as any other man and equally as well. In making this assertion I am by no means singular.

In excavating rock the experience in Virginia is decidedly favorably to the bought negro. In this kind of work, as much as $600 per annum has been made there to the hand. A smart negro will learn the trade of a mason or bricklayer in less than twelve months, and in constructing culverts, bridges, abutments, locks and dams, at one-seventh that the same kind of work will cost at contract prices. More than three-fourths of the laborers on the James River and Kanawha Canal, in 1833 were slaves.

The contractors in Virginia have from, 300 to 500 slaves laboring together upon the public works, the larger the number in the gang, so much the more profitable. I mention this fact, because it is sometimes stated that slaves in large bodies cannot be worked advantageously.

To do this, however, successfully in large numbers, they must be divided into gangs of 25 or 30, with an overseer, and the requisite cooks, and mechanics for the repair and mending of carts, wagons, tools, &c., and Engineers to supervise the work of the overseers.

In our own State we have striking illustrations, how easily and cheaply railroads may be built with slave labor.

On the Cheraw and Darlington Railroad, the whole line of 38 miles has been graded, including the wooden superstructure, by the planters on or near the line, without involving cash expenditure by the Company exceeding six thousand dollars,

On the Wilmington and Manchester Railroad, one planter has worked out with his slaves, $30,000 in the stock of the road. Others have done the same to a smaller amount. Others, again, have taken contracts at ½ cash, ½ in slave labor. All these contracts have proved in a greater or less degree, profitable to the parties, and I have been told that many would be willing to take contracts again upon the same terms, instead of resuming their former plantation pursuits.

In North Carolina, the upper portion of our own State, and Georgia, many roads have been begun and finished principally upon the plan pursued by the Wilmington and Manchester road, all tending to prove what peculiar facilities we in the South possess for building and providing for railroads, upon the most economical system of construction.

For the facts presented in reference to the State of Virginia, I am indebted to a very able article from the pen of Mr. R. G. Morris, of that State, which appeared in DeBow's Review, during the last summer.

I invite a careful consideration to the observations and statements I have now submitted by the planters living in the vicinity of our proposed line, believing that, if they will undertake to grade the road and make the trestle work, it will result profitably to them, and advantageous to the road.

We are authorized to state that a gentleman of this city, not many weeks since, offered a prominent individual in the Enquirer office a bet of $500, that Wise would be defeated The bet was accepted A day was appointed to stake the money. The gentleman went to the Enquirer office to stake, but was put off on some pretext. He returned once more, and was again put off. He is now ready, *we are authorized to say*, to pony up and stand the chances. Will the Enquirer man make himself visible, or will he skulk?

We also feel authorized to make the same proposition for another gentleman in Fredericksburg. *The cakes are hot, let them be buttered*

Saturday's Penny Post.

All that we have to say, in reply to all this bragging, is, that a gentleman, connected with the Enquirer office, not long since took up a bet of $500, and the money is now in Bank, being deposited *all in gold.* We are further authorized to say, that if any of the Know-Nothing friends of the Penny Post will call at the Enquirer office, and bring with them $500, they shall be promptly accommodated in the same way. Democrats are always "visible" and never "skulk" in cul

The Standard.

RALEIGH, SATURDAY, MARCH 10, 1855.

Business Directions.

Any person remitting money for subscription to the Standard will please state whether it is for the Weekly or Semi-Weekly paper; and also whether it is for a new subscriber or for one already on our books.

In ordering a change of the paper, please state the Post-office to be changed *from*, as well as the one *to*.

Write all proper names plainly and distinctly.

☞ As a general rule we shall, in future, send our paper to no new subscriber until the subscription money is paid, as we desire and intend to adopt the advance payment system as soon as practicable.

*** All obituary notices exceeding ten lines will hereafter be charged as advertisements.

Strangers sending us advertisements must accompany them with the cash or give satisfactory reference, or they will not be inserted.

Persons indebted for subscriptions can remit any amount at any time by mail; and receipts will in all cases be promptly transmitted. Those who are indebted up to November last will, we trust, send in the amount at once; and if the precise sums due are not known, it will make no difference, as for all sums overpaid in this way the subscriber will have credit and a receipt accordingly. We trust all our friends will remit by mail, and thus save us the heavy commissions 20 per cent. which we have to pay for collecting.

HOLDEN & WILSON.

Feb. 7, 1855.

THE INTOLERANCE OF THE DAY.

One of the worst results of the new Order of Know-Nothings is the ill and bitter feeling engendered between native and naturalized citizens. We predicted this in the beginning of this unmanly crusade against naturalized citizens; indeed, what else could have been expected? A man is reproached and denounced, because God ordained that he should be born in Ireland, or England, or Germany—or because he was educated as a Catholic, and chooses to adhere to the faith of his fathers; he is told that he is to be degraded from the right which the Constitution gives him of holding offices and places of honor, profit and trust; and that he is bound, as a Catholic, in the last resort, to be true to the commands of the Pope as a temporal monarch and false to the land of his adoption. What grosser injustice, what more stinging insult could be offered to a man? Strife must beget strife, railing *will* be returned for railing—hatred between races and between the champions of creeds will spring up and endure; and the fruits of these things may be—nay, will be a disregard of law, and consequent violence and bloodshed. This is the experience of all the past. The pages of history teem with accounts of contentions and wars between antagonistic defenders and propagators of religious creeds. Human nature has not changed. The same results must follow here from the same causes. The son will be arrayed against the father, friend against friend; and men who profess to be governed by the mild doctrines of the Prince of Peace, will be ready to coerce, and trample down, and degrade those who may choose to worship God in a way differing from their own. Our ancestors foresaw this, and hence the Constitutional provision that "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof"; GEORGE WASHINGTON, looking to the great future for his country, left on record his opinions in admirable consonance with the Constitution which he was so largely instrumental in establishing. In a letter to the Catholics of the United States, written in December, 1787, he said:

"As mankind became more liberal, they will be more apt to allow that all those who conduct themselves as worthy members of the community, are equally entitled to the protection of civil government. I hope ever to see America among the foremost nations in examples of justice and liberality; and I presume that your follow-citizens will not forget the patriotic part which you took in the accomplishment of their revolution and the establishment of their government, or the important assistance which they received from a nation in which the Roman Catholic religion is professed."

Again, in a letter written in 1789, to the General Assembly of the Presbyterian Church of the United States, in reply to one addressed to him, he said:

"While all men within our territories are protected in worshipping the Deity according to the dictates of their consciences, it is rationally to be expected from them in return, that they will all be emulous of evincing the sincerity of their professions by the innocence of their lives and the beneficence of their actions; for no man, who is profligate in his morals, or a bad member of the civil community, can be a true Christian, or a credit to his own religious society."

Again, in a letter to the General Committee of the Baptist Church of Virginia, written soon after his inauguration as President, he said:

"If I could have entertained the slightest apprehension that the Constitution framed in the Convention where I had the honor to preside, might possibly endanger the religious rights of any ecclesiastical society, certainly I never would have placed my signature to it; and if I could now conceive that the general government might ever be so administered as to render the liberty of conscience insecure, I beg you will be persuaded that no one would be more zealous than myself to establish effectual barriers against the horrors of spiritual tyranny and every species of religious persecution."

Comment on such language is not necessary—it is clear, full, conclusive. And now who will stand up to controvert the opinions or to oppose the principles of WASHINGTON?

But, we are told, that though the Constitution permits, in express terms, Catholics to hold office, still the people should vote against them, and that this would not be proscription. This is, in substance, the defence made for Mr. Rayner and other Know-Nothings, by the Raleigh Star. Why, what right can be higher or more sacred than a right guaranteed by the organic law? But we will quote Mr. Rayner himself in answer to this position. In his speech in the Convention of 1835, in favor of religious toleration, he said:

"But it is said if the Catholic is excluded from office, that will not deprive him of the right of worshipping God according to the dictates of his own conscience. Sir, the right of worshipping God, free from all personal pains and penalties, is a right which can now be enjoyed in any country in Christendom. An exclusion from the honors, the profits, and the emoluments of the State, is the highest persecution which public opinion will tolerate in any Christian country in this enlightened age. So that, if you sanction the principle recognized in the 32d article, you use the *real* of persecution with as unsparing a hand as it is used in Spain, or the States of the Church. And if you exclude one sect, why not another, and finally all, except one? It was a favorite saying of Napoleon that there was but one step from the sublime to the ridiculous; and on the same principle, there is but one step from religious freedom to the most bitter and intolerant persecution."

Mr. Rayner said, and said truly, in 1835, that "an exclusion from the honors, the profits and emoluments of the State, *is the highest persecution which public opinion will tolerate in any Christian country in this enlightened age*"; and now pray tell us what difference there is between an exclusion by the organic law and an exclusion at the ballot-box? Tell a man, and insist upon it—as Mr. Rayner did in 1835, and as we suppose he does now—that he shall have the Constitutional right to hold office, but shall be practically excluded from holding office by the agency of the ballot-box—why, what a mockery is that! Is it not an attempt to set mere popular apprehension, or whim, or caprice, or a feeling of vengeance, *above the Constitution itself?*

Remember, "*there is but one step from religious freedom to the most bitter and intolerant persecution.*"

Remember, also, that there are but two thousand Catholics in North Carolina; and that we are told by Know-Nothing organs that our liberties are in danger from the alleged machinations and wickedness of these two thousand as *against eight hundred thousand Protestants!* Bear in mind, also, that Judge Gaston, who expounded the laws with so much fidelity and ability for so many years as Supreme Judge of this State, was a Catholic; that Roger B. Taney, the present Chief Justice of the United States, is a Catholic; that Charles Carroll, of Carrollton, one of the noblest and most intrepid of the signers of the declaration of independence, was a Catholic; that the troops of the "Maryland line," who performed such signal service in the war of the revolution, were, for the most part Catholics; that Lafayette, who came from a foreign land to fight our battles, and to pour out his blood and treasure in our behalf, was a Catholic; and that the Catholic empire of France, mainly through the instrumentality of Dr. Franklin, came to our relief as a people, and to the aid of WASHINGTON in the darkest hour of our history, and enabled us to close in triumph our revolutionary war. We are natives and Protestants; but we intend at all hazards, while we are true to our native land and to the Protestant faith, to do justice to the Catholics and so-called foreigners. The question with a public man should always be, not what is popular? but, *what is right*? Take care of the truth, of right, of justice, of toleration—stand by the Constitution and by the doctrines of WASHINGTON, Jefferson, Jackson, and Polk, and your popularity will take care of itself.

More on this subject hereafter.

ANTHONY BURNS.

Anthony Burns, the fugitive-slave, captured some time since in Boston and restored to his owner in Richmond, and afterwards sold to D. McDaniel, Esq., of Nash county, in this State, has been purchased by some persons North, and has gone to the free States. Mr. McDaniel gave $900 for him, and sold him, we believe, for about $1,300. It is stated that the planters out South remonstrated against bringing such a negro among theirs, as his trip North and his sojourn among the abolitionists had no doubt seriously corrupted his morals.

Anthony was received by some fifty persons on his recent arrival in New York, on which occasion he made a speech, telling some marvellous stories about his afflictions, and assuming a very pious tone—the cunning rascal claiming that religion had been a prominent trait in his character since infancy. He was to have a public reception at Tremont Temple, Boston, and was expected soon afterwards to visit New York City again. He will have a good time of it so long as the vile hypocrites who have him in charge can use him so as to excite the public mind and thus add to their own importance; but the day will come when his teeth will shatter with cold, and when, goaded by want and hunger, he will wish himself again on some plantation in the Southern States.

This negro, Burns, was insured in December last, in the North Carolina Insurance Company of this City, by his master, Mr. McDaniel, for $700. Anthony is described in the insurance papers as of "medium height and bacon color"—and Dr. Battle certifies that his chances for long life are "favorable." To the question, "has the party been, or is he employed in a sea-faring life," the answer is, "he had been on a voyage from Richmond to Boston, regularly boxed up, right side up with care." It is also stated, or rather admitted, that he was "slightly bruised by a mob in Boston and by close packing." But Anthony's morals have been injured by contact with his white brethren in Boston. Once a faithful and industrious field hand, he has now the habits of a loafing gentleman among the "fust surkles" of Boston abolitionism. Once he made corn and cotton, and made himself useful generally; now he is fit only to *make a fuss* among hypocrites and enemies to public peace and public order.

☞ The Star appears to be quite confident of future Know-Nothing triumphs, and warns the Standard of political disasters to come. That paper predicts the defeat of Mr. Wise in Virgina. Mistaken again. Mr. Wise will gain more votes than he will lose by his course towards the new "alien and sedition law" party; and his election we regard as a fixed fact. Relying on the noble Democracy of old Virginia, and upon those independent Whigs who *will not* humble themselves to this new organization, he will crash right through into the sunlight of triumph, "in spite of lamentations here or elsewhere." We can assure the Star that we entertain no serious apprehensions as to the future condition of parties. The Democracy will carry this State in August, and the United States in 1856. The contest for the Presidency may be more complicated than in 1852, and the election *may* go to the House; but we have a strong hope that the people themselves will elect. If the election should devolve on the House, the danger is that some higher law abolitionist like Mr. Know-Nothing Wilson, will be chosen.

☞ The public car has been a little vexed of late, and the risibles of sensible citizens excited, by the accounts we have had of the Know-Nothings—or "Sam" as he is facetiously called—carrying towns and villages in elections of corporation officers. Kinston, Lilesville, Hillsborough, Wilmington, Raleigh, and other places have been carried by this new concern; and great has been the exultation thereupon and thereafter. Now this is not at all to be wondered at, seeing that the towns generally are *Whig*—not one in ten being Democratic. It only serves to show, what we have said from the first, that Know-Nothingism and Whiggery are one and the same. We expect to hear next that these gentlemen, who plot for offices and spoils between two days, have carried Eagle Rock and old Trap.

"Wait for the wagon," gentlemen—wait until the farmers of the county have had a hearing at the polls. But this is one of the ways of Whiggery; it always elected Mr. Clay and Gen. Scott, in advance, in towns and villages, and on Railroads and steamboats.

☞ We learn that efforts are being made to establish a tri-weekly line of four horse post coaches between Milton and Hillsborough *via* Leasburg. We trust these efforts may prove successful. Such a line would greatly promote the convenience of the people in that section, in the way of mail facilities and travel, and would most probably be of service to the Post Office Department, as it would run through a country generally rich and well populated, and connect with the North Carolina Railroad at Hillsborough.

THE PUBLIC PRINTING. We publish in another column the act of the last Legislature concerning the public printing. The Editors of this Journal have been appointed by Gov. Bragg printers of the laws and Journals of the Legislature—the appointment having been made in pursuance of authority contained in the 11th section of said act.

☞ When Evans, of the Milton Chronicle, learns to be more respectful towards his cotemporaries of the press, we may notice him.

MR. PATRICK McGOWAN.

We briefly alluded in our last to the brutal and murderous assault made on this gentlemen by three ruffians at Weldon, which, it was then thought, would result in his death. We now give, from the Petersburg Democrat, an account of the affair which is believed to be more full and reliable than any yet published:

"We are indebted to the courteous mail agent between Richmond and Weldon for the following particulars of one of the most brutal and bloody affrays at the latter point, that has ever come under our knowledge:

Mr. Patrick McGowan, mail agent on the Raleigh and Weldon road, has been in the habit of keeping an account with John H. Everett, Postmaster at Spring Hill, Halifax Co., N. C., who keeps a store; and a few days since the latter sent Mr. McG. a bill for $1,08, a balance due. McG. replied by a note, stating that he did not think he owed it, but if he did he would pay it. Everett replied by saying that he did, and McG. sent him the money. Everett returned a recipt, underneath which was written, "You knew you owed the money, but tried to *chouse* me out of it." Mr. McGowan sent him back a note, stating that he had not tried to cheat him, as he proved by sending the money when informed that it was really due, and that if he (E.) charged him with trying to cheat him, he told a lie.

Everett determined to have revenge for this, and in company with his father and a man named Price, he went yesterday to Gaston, to attack McG., who, hearing of their intention, refused to meet them, remaining in his mail car. They got on the train and followed him to Weldon, declaring that they intended to kill him. At this place, Mr. Vaden delivered McG.'s mails to the Wilmington cars, and by his request went off to seek Justice Campbell. He was not in Weldon, but a magistrate named Parker was found, before whom the parties were summoned. McG. swore that he had cause to apprehend violence from the. Everetts and Price, but they declared that they had no intention of assaulting him, and under this declaration they were dismissed.

Mr. McG. left the magistrates's office and proceeded towards the depot, when he met several bystanders, to whom he began to explain the difficulty. The younger Everett approached the group, and McG. beckoned to him to come up and he would explain the whole. He rushed up and drew his pistol. McG. caught him by the collar, and drew another, at the same time pushing him back till he sat down on a step near by. The elder Everett then approached, placed a revolver to McG.'s back and immediately pulled the trigger, but the cap snapped. The bystanders now interfered and drew the elder Everett back, but he continued to discharge his pistol at Mr. McGowan, one of the balls striking him on the back of the head, and inflicting a severe wound. During this firing, Price, who was outside of the crowd, fired into it, causing the bystanders to fall back. Young Everett then struck McG. in the face with his revolver, causing him to stagger back to where the elder E. was standing. The latter then struck him a severe blow in his face, causing him to fall at his son's feet, when the latter deliberately placed the mouth of his revolver at McG.'s shoulder, and then moved it upwards to his cheek, just in front of his ear, when he fired. Young Everett then declared that he had killed McGowan, and had come there to kill him.

Mr. Wm. N. Allen then stepped forward and called upon the citizens to aid him in arresting the perpetrators of this fiendish outrage, and it is greatly due to his praiseworthy efforts that the miscreants were immediately taken, bound and conveyed to Halifax jail.

During the whole affair McGowan never fired once; his intention seemed first conciliate, and after the fray began, he was too severely wounded to be able to defend himself.

A telegraphic dispatch was immediately sent to Petersburg, and Dr. Spencer went out last evening to the aid of the unfortunate sufferer.

McGowan bears a high character for sobriety and uniform good conduct, and is greatly esteemed by all who know him."

We learn that Mr. McGowan had no arms when he left Raleigh, but that a gentleman on the cars between Gaston and Weldon, seeing the deadly purpose of his assailants, handed him a revolver to use in self-defence. At Weldon he appealed to the law for protection; but we learn that the magistrate and constable at that place, who had these men in charge, made no effort to disarm them though it was known they had followed Mr. McGowan some fifteen or twenty miles with the avowed purpose of taking his life. Even after he was attacked, he did not, it seems, discharge his pistol with intent to kill; for it is stated that the weapon went off only when he fell under the blow of young Everett, the ball lodging in the house or wall above him. He may, however, have been so crowded and pressed that he could not fire; or he may have feared that if he did, he might wound or kill his friend Mr. Allen, who was struggling with his assailants, and who threatened young Everett, when he first attempted to draw his pistol, that he would hew him down with his bowie-knife unless he put it up, which he did for the moment. Instantly, however, the elder Everett applied his pistol to McGowan's head, and exploded a cap, the weapon not going off; and this withdrew Mr. Allen's and Mr. McGowan's attention from the younger Everett, who began his fire, and then Price followed. One of them had his pistol at McGowan's breast, and Mr. Allen knocked it up and the ball lodged in a post. Strange to state, though some ten or fifteen shots were fired, Mr. McGowan, it is thought, was not struck in his flesh by a ball, until, having been knocked down by young Everett with a revolver, that demon in human shape coolly applied his weapon to his cheek, and shot him through the lower part of his face, shattering his jaw-bone.

Mr. McGowan's wife went down to Weldon on Tuesday, in a state bordering on distraction, having heard, on Monday night, that her husband was in a dying condition. His two brothers also arrived on Tuesday from Lynchburg; and he had all desirable clerical and medical attendance.

P. S. We have just learned that Mr. McGowan is improving, and that strong hopes are entertained of his recovery.

We publish the following Card from Mr. Rayner, as an act of justice to that gentlemen:

RALEIGH, March 7th, 1855.

W. W. HOLDEN, Esq., *Dear Sir:*—In the Standard of the 3d inst., is a speech, purporting to have been delivered in the Senate, during the late session of the General Assembly, by Curtis H. Brogden, the member of the Senate from Wayne county, which speech abounds with the most violent and abusive epithets towards myself. To those of your readers who do not know either Mr. Brogden or myself I beg leave to say that no such speech as that published was ever delivered by Mr. Brogden. He did make a speech in reply to my strictures on his course in the Senate—in which he exhibited feeling and resentment—but he did not then use the abusive epithets which appear in his speech as printed. He used no such language as the following: "The vileness of his nature and the virulence of his heart"—"mean and despicable"—"moral turpitude"—"vicious and loathsome purposes"—"deceptive and iniquitous purposes and designs"—"corrupt and polluted source from whence they come"—"malicious heart"—"despicable designs"—"callous impudence"—"unblushing impudence and unbridled presumption"—"his own shame and degradation"—"contemptible malice." And many other expressions of the same sort which appear in his printed remarks.

Not a single one of the above mentioned offensive expressions was used by him on the floor of the Senate—*not one.* And I appeal to *every Senator* who heard the speech for the truth of what I here say.

Yours respectfully,
K. RAYNER.

AN ACT CONCERNING PUBLIC PRINTING.

BEING CHAP. 93 of REVISED CODE.

SEC. 1. *Be it enacted by the General Assembly of the State of North Carolina and it is hereby enacted by the authority of the same,* as follows: A State printer shall be biennially elected by the joint vote of the two Houses of the General Assembly, on the second day of the session, and that he shall execute the printing of the Acts of the General Assembly, the Journals, the bills, and all other documents, and all other printing of whatsoever kind, which may be ordered to be done by the General Assembly, except the Revised Code, at the following rates, to wit: for every one thousand ems of plain work he shall be allowed sixty-two and a half cents, and for every one thousand ems of rule and figure work, one dollar and twenty-five cents, and for every token, sixty-two and a half cents.

2. The State Printer shall give bond, with approved security, payable to the State, in the sum of five thousand dollars, conditioned to perform faithfully his duties under this act. The bond must be approved and accepted by the Governor, and shall be filed in the office of the Secretary of State.

3. The bills and all other documents ordered to be printed by either branch of the General Assembly, shall be printed in octavo form, without a title page. But the first page shall be printed as follows: At the head of the page there shall be four rules, one double, two single, and one parallel, extending across the page. Between said rules shall be printed, first, the name of the House where the bill originated, with the year and date of the session, the name of the introducer and the name of the printer; after leaving a space the width of two line pica, a synopsis, or caption of the bill, or report of the committee, or whatever it may be, shall be set up with pica capitals. After such heading, the said document to follow immediately, commencing with a paragraph allowing a space the width of small pica between the heading and commencement of the same.

4. In estimating the amount of work done, the State printer shall be allowed to count the first page as solid matter, and the Secretary of State shall, before having a final settlement with the State printer, call into his aid a practical printer for the purpose of estimating the amount of work done, and any printer so called in shall be allowed a compensation not exceeding three dollars per day.

5. All the paper for the printing aforesaid shall be furnished by the Secretary of the State, of such quality as may be deemed suitable for the work. The Secretary of the State shall also contract for the folding, stitching and binding of all work authorized by this act; and the same, together with the cost of the paper aforesaid, shall be paid by the Treasurer, on a warrant from the Governor upon certificate of the Secretary of State.

6. The Secretary of State shall, within thirty days from the adjournment of the General Assembly, furnish the State printer with complete copies of all the laws; and the clerks of each House shall, within twenty days thereafter, deliver to the printer aforesaid complete copies of the journals. The printer, after completing the laws and journals, shall have them addressed to those entitled to them, and packed up in parcels for each county, and delivered within ninety days from the close of the session, to the Secretary of State, who shall have power to distribute said journals, acts and documents, either by mail, express, or some discreet person, as he may deem most expedient.

7. A sufficient number of the journals of the General Assembly shall be printed to supply each member thereof with a copy, five copies to the State Library, one copy to each of the officers of Governor, Secretary of State, Treasurer and Comptroller, two copies to each of the libraries of the Senate and House of Commons, one to the University Library, and one to the office of each county Court clerk in the State. Each of the aforesaid copies to be bound in leather.

8. The acts of the General Assembly shall be divided into two parts or volumes, and numbered by chapters continuously through each volume. The number of the chapter and year of the session to be printed on the margin of every page in Arabic figures of suitable size; the first part or volume to contain an index of all the acts and resolutions of the General Assembly, the public laws and the Comptroller's statement of the public revenue and expenditure: the second volume shall contain all the acts and resolutions of a private and local nature, embracing all acts granting corporate privileges.

9. A sufficient number of each of the volumes (embracing both public and private acts,) shall be printed to supply a copy to each member of the General Assembly, a copy to the offices of Governor, Secretary of State and Comptroler, and to each of the Clerks of the county courts, superior courts, and clerks and masters in equity of the several counties of the State, and the clerks of supreme court, one copy to each of the judges of the supreme and superior courts, and to the Attorney General and Solicitors, five copies to the State library, ten copies to each of the libraries of the Senate and House of Commons, one copy to the library of Congress, one copy to the Governor of each of the States and Territories of the United States—each of said copies to be bound in leather. There shall also be printed an additional number of the first volumes of public acts, to be stitched, to furnish one copy to every sheriff, register, county solicitor, and to each justice of the peace of the several counties of the State. The printer shall also deliver to the Secretary of State a sufficient number of public documents (including the Governor's message and inaugural, and excluding bills,) as either branch of the General Assembly may order to be printed, to furnish two copies for the State Library, two copies for the Executive office, ten copies to each of the libraries of the Senate and House of Commons, one to the University library, and one to each member of the General Assembly, all of which volumes shall be bound and distributed along with the journals and acts, as directed in the provisions of this act. The Secretary of State shall record in a book kept for that purpose the names of all the justices of the peace for the several counties of the State; and whenever a vacancy occurs it shall be entered therein, and the clerks of the several county courts, shall, on the third Monday of November, 1856, and every two years thereafter, furnish the Secretary of State with a correct list of the justices of the peace of their several counties, and by this list shall the public laws and journals be distributed.

10. The Governor, Secretary of State, Treasurer, Comptroller and Adjutant-General may have printed for their several offices, such blanks and other necessary printing as may be suitable and proper, to enable them to discharge their duties, the charges for which printing shall be reasonable and just, to be adjudged of and allowed by the board composed of the Governor, Secretary of State, Treasurer and Comptroller.

11. Any vacancy occurring in the office of public printer, during the interval between the meetings of the General Assembly, shall be filled by appointment of the Governor.

12. All laws and clauses of laws, coming within the meaning and purview of this act, be, and the same are hereby repealed; and this act shall be in force from and after its ratification.

Read three times in both Houses of the General Assembly, and ratified this 10th day of February, 1855.

SAM'L. P. HILL,
Speaker Ho. Commons.
WARREN WINSLOW,
Speaker of the Senate.

PROTEST

Of Mr. CLARK, *Senator from Edgecombe, against the Revenue bill.*

SENATE CHAMBER, Feb. 16, 1855.

I protest against the action of the Senate on the Revenue bill, because they refused, by a direct vote, to permit any amendment or alteration of the bill as it came from the House of Commons. The bill was of direct and immediate importance to every citizen of the State, and demanded, above all others, the careful consideration and concurrence of both branches of the Legislature. The refusal of the Senate to act on and consider the bill was, I regard, a failure to perform the duties of a co-ordinate and independent branch of the Legislature; and as far as it implied any distrust of the House of Commons, was not respectful to that body. For these reasons, besides objections to the burdensome provisions of the bill, I enter my protest against the passage of the bill, and the mode of legislation which accomplished it.

HENRY T. CLARK.

For the Standard.

To the Voters of the Rockingham Congressional District.

It is most respectfully submitted to the Democratic voters of the counties of Rockingham, Stokes, Forsythe, Surry, Yadkin, Davidson, Davie, Iredell, Alexander and Ashe, composing this Congressional District, to hold county meetings at their several spring courts and appoint delegates to a District Convention, to be holden in the town of Winston, Forsythe county, on Tuesday of April Superior Court, to unite upon and nominate a suitable person to be voted for as the Democratic Candidate to the next Congress.

It is desirable furthermore, that the party should take early action and have a candidate in the field in time to canvass thoroughly the District.

For the Standard.

To the Voters of the 6th Congressional District.

The time is now approaching when it is necessary, if we would secure success, that the Democratic party in this District should nominate a candidate for the next Congress. I would call the attention of the Democratic party in the 6th Congressional District to the name of Gen. Charles R. Jones, of Iredell, as a suitable man for the nomination. General Jones is a Democrat of the Jefferson and Jackson school, and would no doubt carry the banner of Democracy successfully through the canvass.

A DEMOCRAT.

CIVIL AND MILITARY APPOINTMENTS.

The following appointments were made by the President and Senate near the close of the session:

COURT OF CLAIMS. Judge Gilchrist, of New Hampshire, Judge Isaac Blackford, of Indiana, and Joseph H. Lumpkin, of Georg a. Montgomery Blair, of Washington, Solictor.

The following appointments were made for the four new regiments:

FOR THE TWO CAVALRY REGIMENTS.

Colonels.

Brevet Colonel E. V. Sumner, lieutenant colonel first dragoons.

Major Albert S. Johnson, major of pay deparments

Lieutenant Colonels.

Brevet Colonel R E. Lee, captain of engineers.

Brevet Lieutenant Colonel S. E. Johnston, captain topographical engieers.

Majors.

Brevet Lieutenant Colonel W. J. Hardee, captain second dragoons.

Brevet Lieutenant Colonel Braxton Bragg, captain third artillery.

Brevet Major W. H. Emory, captain topographical engineers.

Benjamin McCullough, of Texas.

FOR THE TWO INFANTRY REGIMENTS.

Colonels.

Brevet Colonel George Wright, lieutenant colonel fourth infantry.

Brevet Lieutenant Colonel E.I. B. Alexander, major eighth infantry.

Lieutenant Colonels.

Brevet Colonel Chas. F. Smith, major first artillery.

Brevet Lieutenant Colonel Silas Casey, captain second infantry.

Majors.

Brevet Lieutenant Colonel W. H. T. Walker, captain sixth infantry.

Brevet Lieutenant Colonel Edw. J. Steptoe, captain third artillery.

Brevet Lieutenant Colonel E. R. S. Canby, captain adjutant general's department.

Captain H. W. Benham, captain engineers.

Among the many important appointments made at the same time, we have to add:

Israel D. Andrews, of Maine, consul general for the British North American provinces, (an office recently created.)

John Romeyn Brodhead, of New York, consular agent (or commissioner) for Japan, to reside at Samodi.

HOMICIDE. We learn from a gentleman well acquainted with the affair, that a young man about 21 years old, named Jacob Johnson, shot Mr. Jacob Stewart on Wednesday evening last, Feb. 28th, in the upper part of this county, near Barclaysville. It appears that Johnson went to Stewart's house the first of the present or the latter part of last week, and wanted to stay all night, but Stewart told him he could not permit him to stay, as he (Johnson) had some contagious disease—that he was afraid his children would catch it if he staid in the house. At this Johnson became incensed, and dared Stewart out, and threatened him. As Stewart did not go out, Johnson went off. On Wednesday last (the time of the murder) Mr. Stewart attended a log-rolling at the house of Mr. Daniel Stone, and in the evening Johnson also visited the place. After the company broke up, Johnson renewed the quarrel with Stewart, which ended in Johnson's drawing a pistol and shooting Stewart in the breast, who expired in 15 minutes afterwards. We learn that Mr. Stewart was upwards of 50 years old, and leaves a family consisting of a wife and seven children. It is stated that both parties were sober.

Johnson was immediately arrested, brought to town and committed to Jail on Thursday evening last. *Fay. Caro.*

HON. THOMAS H. BENTON. The Washington Globe of Wednesday evening, after noticing the destruction of Col. Benton's house by fire, says:

We think it worthy of note to write down that we saw Col. Benton, for a few minutes at a quarter past ten o'clock last night, when he was about sitting down to rewrite for this morning's Globe the speech which he made the day before yesterday on the presentation of Gen. Jackson's sword to Congress, which he had revised, but had returned to our office a part only; the balance he had left in his office; and it was burnt. He said he had it all in his head, and it should come out before he slept.

We asked him if his house was insured, and he replied, as nearly as we can recollect, as follows: "No, it was not insured; but I care nothing about that; insurance could not have saved all that I considered valuable—the bed on which my wife died, on which I sleep; her clothes, which were in a trunk setting at the head of it; the articles which she prized most, around it—the last things I saw at night, and the first in the morning; and the papers in the adjoining room, many of which cannot be supplied. But what I shall most feel—more than I now do—will be the loss of the memorials of my wife, whose body, still above ground, it will be my first care to remove to St. Louis when released from Congress, to be with the remains of my dead—my mother, children, grandchildren, sister—to take the place by their side which she and I had marked out for ourselves."

HON. H. M. SHAW. Dr. H. M. SHAW, the Representative, of this, the first Congressional District, in North Carolina, may, or may not be a Candidate, for Congress in this District again. We are not advised; and should he be, may, or may not be elected. But he has made a most able and faithful Representative and deserves the thanks of his constituents. Two years ago, Dr. SHAW, beat Col. OUTLAW, who was considered the "bragnag" of the Whig party for Congress. And now, we think it would be an easy matter for him to dispose of any of the "small fry" remaining, should he choose to be a Candidate for re-election. *Halifax Rep.*

MARRIED,

In this City, on Thursday morning last, at the residence of Mrs. E. L. Taylor, by the Rev. Dr. Lacy, QUENTIN BUSBEE, Esq., to Miss JULIA R. TAYLOR.

DIED,

In Pickens county, Ala., on the 13th of February last, Vincent Bunting, formerly of Nash county, N. C., aged 49 years. The deceased leaves a wife and ten children, and many friends and relatives, to mourn their loss.

DEMOCRATIC MEETING IN WAKE.

A MEETING OF THE DEMOCRATS OF WAKE County will be held in the TOWN HALL, Raleigh, on MONDAY of the next SUPERIOR COURT, for the purpose of appointing Delegates to a District Convention to nominate a candidate for Congress. A full attendance is earnestly requested.

MANY DEMOCRATS.

Feb. 17, 1855. 25—

NOTICE.—HAVING DULY QUALIFIED AT FEBruary Court as Administrator of the late Mrs. Caroline Hines, all persons indebted to her are requested to make payment; and all persons having accounts against her to present them within the time prescribed by law.

PETER E. HINES, *Adm'r.*

Raleigh, March 2, 1855. 29—4t.

LOOK OUT FOR FRESH FISH!

Now they Come.

RUN TO W. H. PUTNEY'S FISH AND Provision Store, every Tuesday, Thursday and Saturday evenings, on the arrival of the cars and buy some of his CORN-FED-SHAD.

I call them *corn-fed*, because they are so very fat, and I receive them almost fluttering, as they are brought through by Adams & Co's Express, in a few hours.

Don't forget it, that, all persons, without exception, must pay the cash, on delivery of the fish, and other articles purchased of me.

W. H. PUTNEY.

March 9, 1855. 31—3t.

The Winter is Gone and the Spring is Come.

THE UNDERSIGNED HAS FOR SALE ON REAsonable terms:

3 likely well broke Mules,
3 first-rate brood Mares, one by Imported Rowton out of a thorough bred Sir Archie mare,
Also, Cows and Calves, best breed North Devon and Shorthorned Durham,
Also, 1 or 2 Yoke of Oxen, likely and well broke,
" A few fine Young Bulls, best breed,
" 15 Sheep, ¼ South Down and ¾ Merino,
" 30 Barrels best Old Apple Brandy,
And a good 4 Horse Wagon and Gear.

SETH JONES,
Pomona, Wake County, N. C.

March 11, 1855. 31—tf.

N. B.—I have certificates to prove the blood of the above stock. S. J.

The Rev. John Cumming's Works.

CUMMING'S APOCALYPTIC SKETCHES, or LECtures on the Book of Revelation—1st and 2d series.

Cumming's Prophetic Studies, or Lectures on the Book of Daniel.

Cumming's Minor Works, first series. This volume contains the following: The Finger of God, Christ our Passover, the Comforter.

Cumming's Minor Works, second series. This volume contains the following: A Message from God, the Great Sacrifice, Christ receiving Sinners.

Lectures on the Seven Churches,	1 vol. 12 mo.
" on our Lord's Miracles,	" "
" on the Parables,	" "
" on Romanism,	" "
Scripture Readings, Genesis,	" "
" " Exodus,	" "
" " St. Matthew,	" "
" " St. Mark,	" "
The Church before the flood,	" "
The Tent and the Altar,	" "
Benedictions, or the Blessed Life,	" "
The Daily Life,	" "
Voices of the Dead,	" "
Voices of the Day,	" "
Voices of the Night.	" "

For sale by W. L. POMEROY.

March 5, 1855. 31—

STATE OF NORTH CAROLINA, JOHNSTON County, in Equity, Fall Term, 1855. Thomas White vs Bedy White.

It appearing to the satisfaction of the Court that the defendant in the case cannot be found, it is ordered that publication be made for three months in two newspapers for her to appear at the next Term of the Court, or the Petition will be heard *ex parte.*

Witness, W. H. MORNING, C. & M.

December 1, 1854. 1053—3m.

Bricks! Bricks!! Bricks!!!

THE SUBSCRIBERS HAVING MADE PERMANENT arrangements for carrying on the BRICK-MAKING business on an extensive scale, are now prepared to contract for the delivery, during the ensuing season, of from *one to two million* of Bricks of the *best quality* and at such *prices* as will *defy all competition.*

Orders from a distance will be promptly attended to, and bricks delivered at either of the Depots if desired.

GEO. T. COOKE & CO.

Raleigh, March 7, 1855. 30—tf.

☞ Register copy.

Law Copartnership.

WYNNE & SMITH.

THE UNDERSIGNED PROPOSE TO PRACtice law in copartnership in the counties of Wake, Franklin, Nash, Wayne and Johnston. All business entrusted to them will be promptly attended to.

RICH'D. I. WYNNE. H. S. SMITH.

Raleigh, March 9, 1855. 31—

☞ City papers copy and forward accounts to the parties.

NOTICE—FINE FRUIT TREES.—THE UNdersigned is now in Raleigh, ready to deliver trees. A large collection of the finest kinds of fruit are here at Mr. Thompson's lot below the Baptist Church. It is good time yet to plant. Apply immediately, as I can remain but a few days. D. H. Stephenson will continue to deliver trees after I am gone. Orders left with H. D. Turner, at the N. C. Book-Store, will be attended to.

JOSHUA LINDLEY.

Raleigh, March 9, 1855. 31—3t.

JOSEPH R. BLOSSOM,
Commission and Forwarding Merchant,
WILMINGTON, N. C.

WILL give his personal attention to business intrusted to his care, and shippers may rely on having prompt returns. Liberal advances made on consignments for sale in this market, or for shipment to Northern Ports.

March 9, 1855. 31—1y.

NOW LANDING—

150 boxes Oranges,	10 boxes Citron,
25 boxes Lemons,	10 frails Dates,
50 do Layer Raisins,	5000 Cocoa Nuts,
100 do Bunch do	400 drums Figs,
150 half do do	15 cases P'd Ginger,
100 qr do do	20 bags Palm Nuts,
25 frails Almonds,	25 cases Jellies,
10 bags Filberts,	10 cases Prunes,
15 do Walnuts.	500 lbs. Fig Paste.

The above goods are of the best quality, and will be sold in lots to suit the trade.

SAM'L H. MARKS & SON.
Wholesale Confectioners.

Petersburg, Feb. 26, 1855. 29—

☞ Roanoke Republican copy.

Spring, 1855.

KERR & MARBURY,
Importers and Dealers in China, Glass, &c.,
NOS. 74 AND 76, SYCAMORE STREET,
PETERSBURG, VA.,

TAKE PLEASURE IN INFORMING THEIR friends and the public generally, that they have returned to their old stand, and from extensive Importations this Spring, per Ships "*Centurion*," "*Constantine*," and "*City of Brooklyn*," together with heavy purchases of Domestic Goods at the Factories, are enabled to offer the largest stock and finest assortment of *China, Glass, Earthen and Stone Ware, Britannia and Silver Plated Ware, Lamps, Looking Glasses, and Fancy Goods*, that they have ever exhibited in this market.

Merchants and others are respectfully invited to call and examine, as we are determined to sell at the lowest rates.

Feb. 26, 1855. 1064—w4w.

W. P. ELLIOTT,
General Commission & Forwarding Merchant,
WILMINGTON, N. C.

February 10, 1854. 24—swly.

IMPORTANT SALE OF MERCHANDIZE.—The subscribers having duly qualified as Administrators on the estate of B. B. Smith, dec'd., will, on Wednesday 14th of March next, offer for sale at the Store-house, lately occupied by the said B. B. Smith, dec'd., in the City of Raleigh, a very large assortment of new Goods bought last Fall.

A very large and extensive assortment of Ready-made clothing, Hats, Boots and Shoes, and every thing to be found in a first class city store.

It will be to the benefit of Merchants to attend at said sale instead of going North, as there is a good assortment of Merchandize of all kinds.

Terms of sale: Six months credit with bond and approved security

BY AUTHORITY.

LAWS OF THE UNITED STATES.

Passed at the first session of the Thirty-third Congress of the United States.

For a beacon, buoy, or bell-boat, as may be found most expedient, to mark the Ocklockonee Shoal, five thousand dollars

For day-marks, buoys, and stakes, to mark the bar and channels of the St. Mark's River, five thousand dollars

For a beacon-light, to be placed on the most eligible site at or near the western entrance into St. George's Sound, to enable vessels to enter at night, five thousand dollars

Alabama.—For making permanent five range-stakes, with lights where required, at the Choctaw Pass and Dog River Bar, Mobile, one thousand five hundred dollars

For completing the buoyage and stakeage of the channels in Mobile Bay, Dauphin, Petit-Bois, Horn, Ship, and Cat Island Passes, ten thousand dollars

For a light and fog-bell, to be placed on board of the Bethel and Hospital ship, moored in the harbor of Mobile, two thousand eight hundred dollars

Mississippi.—For buoyage and stakeage of Pascagoula entrance and bay, and of the approaches to Biloxi, Mississippi city, and Shieldsboro', eight thousand dollars

For a light-house on St. Joseph's Island, ten thousand dollars

Louisiana.—For new light-house at Port Pontchartrain, in the place of the present structure, which will not admit of being repaired, six thousand dollars

For a new light-house, at Bayou St. John, in the place of the present structure, which will not admit of being repaired, six thousand dollars

For a new light-house at New Canal in place of the present structure, which will not admit of being repaired, six thousand dollars

For a new beacon-light at Proctorsville, in the place of one destroyed by fire November twenty-four, eighteen hundred and fifty-three, three thousand dollars

For an iron bell-boat, to mark the entrance to the newly-dredged channel of the South-West Pass of the Mississippi, five thousand dollars

For a screw-pile light-house on the "Shell Keys," off Marsh Island, thirty thousand dollars

For a day-beacon, to be placed on the east end of Horn Island, one thousand dollars

For a light house, to mark the channel of the Grand Pass to Barataria Bay, ten thousand dollars

For a light-house, to mark the main entrance to Timballier Bay, and for coast purposes, fifteen thousand dollars

For a light-house, to mark the channel or passage called the Rigolets, connecting Lakes Borgne and Pontchartrain, five thousand dollars

For buoys and stakes to mark the channels of the Atchafalaya and Cote Blanche Bays and Bars, five thousand dollars

For an iron screw-pile light-house, to be erected as near to the entrance to the channel of the Mississippi River, at the South-West Pass, as may be found to be practicable, to be fitted with the most approved description of illuminating apparatus and fog-signals, forty-five thousand dollars

For buoyage of the Pass a l'Outre, Mississippi River, one thousand five hundred dollars

For a light-house at the mouth of Calcasieu River, six thousand dollars

Texas.—For two small range-lights at Galveston, one thousand dollars

For completing the buoyage of Galveston Bar and Bay, Sabine Pass and River, Matagorda Bar and Bay, Aransas Bar and Bay, and Brazos Santiago Bar and Bay, ten thousand dollars

For a light-house on or near Gallinipper Point, Lavacca Bay, ten thousand dollars

For a light-house on or near Half-Moon Reef, Matagorda Bay, ten thousand dollars

For a day-beacon, to mark the wreck of the steamboat Farmer, near Pelican Island, in Galveston Bay, three hundred dollars

For a beacon on the North Breaker, to mark the entrance to Galveston Bay, five thousand dollars

Michigan.—For repair of the light-house foundation, and pier connected therewith, near Monroe, seven thousand two hundred dollars

For completing foundations of two light-houses on St. Clair Flats, twenty thousand dollars

For a light-house and fog-bell on the south point of the harbor of Michillimackinac, six thousand dollars

For a light-house at or near Old Fort Mackinaw, Michigan, six thousand dollars

For a light-house on Beaver Island, six thousand dollars

Indiana.—For a beacon-light on the pier or breakwater at Michigan city, two thousand dollars

Illinois.—For a temporary beacon-light, at or near the breakwater now being constructed at Waukegan, Little Fort, one thousand dollars

For buoys to mak [mark] the bar and harbor at Chicago, three hundred dollars

For a light at Port Clinton, five thousand dollars

For the foundation of a light-house on the breakwater now in course of construction at the harbor of Waukegan, and for a light, when the foundation shall be in a suitable condition for erecting the structure, in place of the present light at Little Fort, ten thousand five hundred dollars, to be expended under the direction of the Secretary of War

For a light at Taylorport, five thousand dollars

Wisconsin.—For a small beacon-light on or near the pier at Port Ulao, in lieu of the appropriation for a light-house at that port, approved September twenty-eight, eighteen hundred and fifty, one thousand dollars

For a small beacon-light, to be placed on the new pier at Milwaukie, known as the "North Cut," when it shall be completed, one thousand dollars

For a light-house at Fond du Lac, at the head of Lake Winnebago, ten thousand dollars

California.—For a harbor-light at the town of Santa Cruz, Bay of Monterey, or on Punta Ano Nueva, ten thousand dollars

For a harbor-light at Santa Barbara, ten thousand dollars

For a light-house on or near Point Lobos, to mark the entrance to San Francisco Bay, twenty-five thousand dollars

For a light-house on Punta de los Reyes, twenty-five thousand dollars

Oregon Territory.—For a light-house at Umpqua, in addition to the appropriation for that object, approved March third, eighteen hundred and fifty-one, ten thousand dollars

Washington Territory.—For a light-house on Blunt's or Smith's Island, in the Straits of Fuca, twenty-five housand dollars

For a light-house on Cape Shoalwater, at the entrance to the bay of that name, twenty-five thousand dollars

For the two light-house at Cape Flattery and New Dungeness, authorized by act of Congress, approved September twenty-eighth, eighteen hundred and fifty, in addition to any balance that may remain in the treasury of that appropriation after the completion of the light at Cape Disappointment, thirty-nine thousand dollars

For buoys for the harbor and entrance to New Dungeness, and for the anchorages on the coast of Puget's Sound, five thousand dollars

For buoys for the harbor and entrance to Shoalwater bay, three thousand dollars

SEC. 2. *And be it further enacted*, That the sums appropriated by the acts approved March third, eighteen hundred and forty-nine, and March third eighteen hundred fifty-one, for a light-house on Horse-shoe Reef, Niagara River, New York, or any balance thereof remaining in the treasury on the thirtieth of June, eighteen hundred and fifty-four, be, and they are hereby, reappropriated for the erection of a light-house at that point, on such plan as may be determined to be most advisable

SEC. 3. *And be it further enacted*, That the appropriation for a light-house on Santa Cruz, California, approved thirty-first of August, eighteen hundred and fifty-two, be, and the same is hereby, authorized to be employed in the erection of a light-house on Anacapa Island, if, upon examination by the proper officer, it is ascertained that a more eligible site can be found for the interests of navigation on that island, than on the adjacent one of Santa Cruz

SEC. 4. *And be it further enacted*, That the Secretary of the Treasury be, and he is hereby, authorized to cause the light to be discontinued, and the light-house, buildings, and land belonging thereto, at Calumet, in the State of Illinois, to be sold, and, on payment of the consideration agreed for into the treasury of the United States, to make, execute, and deliver all needful conveyances of the same, and the special jurisdiction of the United States over the same shall thereafter cease

SEC. 5. *And be it further enacted*, That the Secretary of the Treasury be, and he is hereby, authorized upon the completion of the light-house and exhibition of the light authorized by the first section of this act to be erected near the entrance to the South-West Pass of the Mississippi, to cause the present light at that locality to be extinguished, and the tower, buildings, and land belonging thereto to be sold, and upon the payments for the same being made, to execute and deliver all needful conveyances therefor; and the jurisdiction of the United States over said land shall thereafter cease, and revert to the State of Louisiana

SEC. 6. *And be it further enacted*, That if, after a careful hydrographical examination of the locality, and the approaches thereto, shall have been made, it is found that the light at the entrance to Vermillion Bay, Louisiana, is not necessary for the navigation of that bay and the adjacent coasts, it shall be extinguished; and the Secretary of the Treasury is authorized to cause the lands and buildings belonging thereto to be sold, in the same manner as is provided in the fifth section of this bill

SEC. 7. *And be it further enacted*, That if preliminary surveys are required to ascertain the necessity for any light-house or other aid provided for in this bill, or to determine the proper site for the same, or to ascertain more fully what the public exigency requires, the Secretary of the Treasury shall cause the necessary examinations and surveys on the sea board to be made under the direction of the Superintendent of the Coast Survey, and those on the northwestern lakes to be made under the direction of the Bureau of Topographical Engineers; and in all cases in which adverse reports are made, they shall be submitted to Congress at its next session; and in all cases in which the objects authorized are favorably reported upon, the works shall be commenced immediately after valid titles and State jurisdiction shall have been obtained to the sites

APPROVED, August 3, 1854

CHAP. CXCV.—An Act to authorize the State of Illinois to select the residue of the Lands to which she is entitled under the act of second of March, eighteen hundred and twenty-seven, granting Land to aid that State in opening a Canal to connect the waters of the Illinois River with those of Lake Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Governor of the State of Illinois is hereby authorized to cause to be selected, the balance of the land to which that State is entitled under the provisions of the act of the second of March, eighteen hundred and twenty seven, granting land to aid that State in opening a canal to connect the waters of the Illinois River with those of Lake Michigan, out of any of the unsold public land in the State subject to private entry at one dollar and twenty-five cents per acre, and not claimed by pre-emption, the quantity to be ascertained upon the principles which governed the final adjustment of the grant to the State of Indiana for the Wabash and Erie Canal, under the provisions of the act of Congress approved the ninth of May, eighteen hundred and forty-eight

APPROVED, August 3, 1854

CHAP. CXCVI.—An Act to amend the provisions of the fifty-sixth section of the act entitled "An Act to Regulate the Collection of Duties on Imports and Tonnage," approved the second day of March, one thousand seven hundred and ninety-nine.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever merchandise shall hereafter be imported into any port of the United States from any foreign country in vessels propelled in whole or in part by steam, and it shall appear by the bills of lading that the merchandise so imported is to be delivered immediately after the entry of the vessel, it shall be lawful for the collector of such port to take possession of such merchandise and deposit the same in bonded warehouse, and whenever it shall not appear by the bills of lading that the merchandise imported as aforesaid is to be immediately delivered, it shall be lawful for the Collector of the Customs to take possession of the same, and deposit it in bonded warehouse, at the request of the owner, master or consignee of the vessel, on three days' notice to such collector after the entry of the vessel, and all acts and parts of acts inconsistent with the foregoing provisions are hereby repealed

APPROVED, August 3, 1854

CHAP. CXCVIII.—An Act to constitute Cairo, in the State of Illinois, a Port of Delivery.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Cairo, in the State of Illinois, shall be, and is hereby, constituted a port of delivery, and shall be subject to the same regulations and restrictions as other ports of delivery in the United States; and there shall be appointed a Surveyor of Customs, to reside at said port, who shall, in addition to his own duties, perform the duties and receive the salary and emoluments of surveyor, prescribed by the act of Congress, approved on the second of March, eighteen hundred and thirty-one, providing for the payment of duties on imported goods at certain ports therein mentioned, entitled "An Act allowing the duties on foreign merchandise imported into Pittsburg, Wheeling, Cincinnati, St. Louis, Nashville, and Natchez, to be secured and paid at those places," and the said city of Cairo, and the said port of delivery be, and is hereby, annexed to, and made part of, the Collection District of New Orleans, and all the facilities and privileges afforded by said act of Congress of the second of March, eighteen hundred and thirty-one, be, and hereby are, extended to the said port of Cairo

APPROVED, August 3, 1854

CHAP. CXCIX.—An Act constituting San Pedro, in the State of California, a Port of Entry and Delivery.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the counties of Los Angeles, Santa Barbara, and San Bernardino, in the State of California, be, and they are hereby made a collection district, to be called the District of San Pedro; and San Pedro in said district, shall be, and is hereby made the port of entry for said district

SEC. 2. *And be it further enacted*, That a collector shall be appointed for said district who shall reside at San Pedro. The said collector shall be allowed three thousand dollars per annum, with additional maximum compensation of two thousand dollars per annum, should his emoluments and fees, provided by law, amount to that sum

SEC. 3. *And be it further enacted*, That Santa Barbara, in said district, shall remain a port of delivery therein in the same manner as it now constitutes a port of delivery in the District of San Diego.

APPROVED, August 3, 1854

CHAP. CC.—An Act to authorize the State of Wisconsin to select the residue of the Lands to which she is entitled under the act of eighth of August, eighteen hundred and forty-six, for the improvement of the Fox and Wisconsin Rivers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Governor of the State of Wisconsin is hereby authorized to cause to be selected the balance of the land to which that State is entitled under the provisions of the act of the eighth of August, eighteen hundred and forty-six, granting land to aid the Territory of Wisconsin in the improvement of the Fox and Wisconsin Rivers and to connect the same by a canal, out of any of the unsold public lands in said State, subject to private entry at one dollar and twenty-five cents per acre, and not claimed by pre-emption; the quantity to be ascertained upon the principles which governed the final adjustment of the grant to the State of Indiana for the Wabash and Erie Canal, under the provisions of the act of Congress approved the ninth of May, eighteen hundred and forty eight

APPROVED, August 3, 1854

CHAP. CCI.—An Act to vest in the several States and Territories the title in fee of the Lands which have been or may be certified to them.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in all cases where lands have been, or shall hereafter be, granted by any law of Congress to any one of the several States and Territories; and where said law does not convey the fee-simple title of such lands, or require patents to be issued therefor; the lists of such lands which have been, or may hereafter be certified by the Commissioner of the General Land-Office, under the seal of said office, either as originals, or copies of the originals or records, shall be regarded as conveying the fee simple of all the lands embraced in such lists that are of the character contemplated by such act of Congress, and intended to be granted thereby; but where lands embraced in such lists are not of the character embraced by such acts of Congress, and are not intended to be granted thereby, said lists, so far as these lands are concerned, shall be perfectly null and void, and no right, title, claim, or interest shall be conveyed thereby

APPROVED, August 3, 1854

CHAP. CCII.—An Act to constitute Palatka and Boyport, in the State of Florida, Ports of Delivery, respectively, and Keokuk and Dubuque, in the State of Iowa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Palatka and Bayport, in the State of Florida, shall be, and are hereby created ports of delivery, respectively, and shall be subject to the regulations and restrictions as other ports of delivery in the United States; and there shall be appointed a Surveyor of Customs, to reside at each of said ports, who shall, in addition to his own duties, also perform the duties and receive the salary and emoluments of surveyors prescribed by the act of Congress passed on the second day of March, one thousand eight hundred and thirty-one, providing for the payment of duties on imported goods, at certain ports therein mentioned, the same being entitled "An act allowing the duties on foreign merchandise imported into Pittsburgh, Wheeling, Cincinnati, Louisville, St. Louis, Nashville, and Natchez, to be secured and paid at those places," and said Palatka be made a part and annexed to the collection district of St. John's in said State; and said Bayport be made a part and annexed to the collection district of St. Marks, in said State of Florida; and all the privileges and facilities afforded to Pittsburg, Wheeling, Cincinnati, Louisville, St. Louis, Nashville, and Natchez, by the act of Congress aforesaid, be, and the same are hereby extended to the said ports of Palatka and Bayport

SEC 2. *And be it further enacted*, That Keokuk and Dubuque, in the State of Iowa, be, and hereby are, constituted ports of delivery within the Collection District of New Orleans, and there shall be appointed a Surveyor of the Customs for each of said ports, who shall be residents thereat; said surveyors shall perform the duties and receive the salary and emoluments prescribed by the act of Congress approved on the second day of March, eighteen hundred and thirty-one, entitled "An act allowing the duties on foreign merchandise imported into Pittsburg, Wheeling, Cincinnati, Louisville, St. Louis, Nashville and Natchez, to be secured and paid at those places."

APPROVED, August 3, 1854

CHAP. CCIV.—An Act to revive the Act approved March third, eighteen hundred and twenty-three, and the Act approved May twenty-sixth, eighteen hundred twenty-four, supplemental thereto, in reference to the Rio Hondo claims to Land in Louisiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act approved March third, eighteen hundred and twenty-three, entitled "An act providing for the examination of the titles to land in that part of the State of Louisiana situated between the Rio Hondo and the Sabine River," and the act approved May twenty-sixth, eighteen hundred and twenty-four, entitled "An act supplementary to an act providing for the examination of titles to land in that part of the State of Louisiana situated between the Rio Hondo and the Sabine," be, and the same are hereby, revived for and during the space of two years from the promulgation of this act

SEC. 2. *And be it further enacted*, That the register and receiver at Natchitoches shall, severally, receive, as a full compensation for the duties required of them by the acts herein revived, the sum of fifty dollars, whenever they shall have finished the business required of them by the acts herein revived, and shall forward their reports to the Secretary of the Treasury

APPROVED, August 3, 1854

CHAP. CCXXXVII.—An Act making Appropriations for Fortifications and other works of defence, and for repairs of barracks and quarters, for the year ending the thirtieth of June, one thousand eight hundred and fifty-five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, for the construction, preservation, and repairs of certain fortifications, barracks, and quarters, for the year ending the thirtieth of June, one thousand eight hundred and fifty-five:

For Fort Montgomery, at outlet of Lake Champlain, New York, fifteen thousand dollars

For Fort Knox, at Narrows of Penobscot River, Maine, twenty thousand dollars

For Fort Warren, at the Narrows, Boston Harbor, Massachusetts, thirty thousand dollars

For Fort Adams and quarters, entrance to Narragansett Roads, Rhode Island, fifteen thousand dollars

For Fort Schuyler, entrance to Long Island Sound, New York, fifteen thousand dollars

For Fort Richmond, at the Narrows, New York Harbor, sixty thousand dollars

For Fort Delaware, Delaware River, Delaware, fifty thousand dollars

For Fort Carroll, Baltimore Harbor, Maryland, fifty thousand dollars

For Fort Monroe, entrance to Hampton Roads, Virginia, twenty thousand dollars

For Fort Sumpter, Charleston Harbor, South Carolina, twenty thousand dollars

For Fort Clinch, entrance to Cumberland Sound, twenty-five thousand dollars

For Fort Barancas and Barracks, Pensacola Harbor, ten thousand dollars

For Fort M'Ree, Pensacola Harbor, and preservation of the site, ten thousand dollars

For Fort Taylor, Key West, Florida, seventy-five thousand dollars

For Fort Jefferson, Tortugas, Florida, fifty thousand dollars

For fortifications at Alcatraz Island, San Francisco Bay, California, one hundred thousand dollars

For armament of fortifications in the Harbor of San Francisco, California, one hundred and thirty thousand dollars

For forts on the western frontiers of Texas, one hundred thousand dollars

For repair of Fort Niagara, New York, three thousand dollars

For repair of Fort Preble, Portland Harbor, Maine, one thousand dollars

For repair and improvement of Fort Independence, Boston Harbor, Massachusetts, ten thousand dollars

For repair of Fort Columbus and Castle Williams, New York Harbor, four thousand five hundred dollars

For repair of Fort Hamilton, and for permanent wharf therent, New York Harbor, ten thousand dollars

For repair of Fort Mifflin, Delaware River, Pennsylvania, one thousand dollars

For repair of wharf at Old Point Comfort, Virginia, seven thousand dollars

For repair of Fort Macon, Beaufort Harbor, North Carolina, two thousand dollars

For preservation of the site of Fort Macon, Beaufort Harbor, North Carolina, one thousand dollars

For preservation of the site of Fort Johnson, including a new wharf, Charleston Harbor, South Carolina, four thousand two hundred dollars

For preservation of Fort Moultre, Charleston Harbor, South Carolina, twelve thousand three hundred dollars

For repairs of Fort Jackson, Savannah River, Georgia, five thousand dollars

For repairs of Fort Morgan, mouth of Mobile Bay, Alabama, five thousand dollars

For repairs of Fort Pike, Rigolet Pass, Louisiana, one thousand dollars

For repairs of Fort Macomb, (formerly Fort Wood,) Chief Menteur Pass, Louisiana, two thousand dollars

For repairs of Tower Dupre, Bayou Dupre, Louisiana, five hundred dollars

For repairs and extension of Fort St. Philip, Mississippi River, Louisiana, twenty-five thousand dollars

For barracks and quarters at Fort Hamilton, New York, one thousand dollars

For contingent expenses of the fortifications not herein mentioned, the preservation of their sites, the protection of title, and repairs of sudden damage to forts, twenty thousand dollars

APPROVED, August 3, 1854

CHAP. LIX.—An Act to Organise the Territories of Nebraska and Kansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all that part of the territory of the United States included within the following limits, except such portions thereof as are hereinafter expressly exempted from the operations of this act, to wit: beginning at a point in the Missouri River where the fortieth parallel of north latitude crosses the same; thence west on said parallel to the east boundary of the Territory of Utah, on the summit of the Rocky Mountains; thence on said summit northward to the forty-ninth parallel of north latitude; thence east on said parallel to the western boundary of the Territory of Minnesota; thence southward on said boundary to the Missouri River; thence down the main channel of said river to the place of beginning, be, and the same is hereby, created into a temporary government by the name of the Territory of Nebraska; and when admitted as a State or States, the said Territory, or any portion of the same, shall be received into the Union with or without slavery, as their constitution may prescribe at the time of their admission: *Provided*, That nothing in this act contained shall be construed to inhibit the government of the United States from dividing said Territory into two or more Territories, in such manner and at such times as Congress shall deem convenient and proper, or from attaching any portion of said Territory to any other State or Territory of the United States: *Provided further*, That nothing in this act contained shall be construed to impair the rights of person or property now pertaining to the Indians in said Territory, so long as such rights shall remain unextinguished by treaty between the United States and such Indians, or to include any territory which, by treaty with any Indian tribe, is not, without the consent of the said tribe, to be included within the territorial limits or jurisdiction of any State or Territory; but all such territory shall be excepted out of the boundaries, and constitute no part of the Territory of Nebraska, until said tribe shall signify their assent to the President of the United States to be inclined within the said Territory of Nebraska, or to affect the authority of the government of the United States to make any regulations respecting such Indians, their lands, property, or other rights, by treaty, law, or otherwise, which it would have been competent to the government to make if this act had never passed

SEC. 2. *And be it further enacted*, That the executive, power and authority in and over said Territory of Nebraska shall be vested in a Governor, who shall hold his office for four years, and until his successor shall be appointed and qualified, unless sooner removed by the President of the United States. The Governor shall reside within said Territory, and shall be commander-in-chief of the militia thereof. He may grant pardons and respites for offences against the laws of said Territory, and reprieves for offences against the laws of the United States, until the decision of the President can be made known thereon; he shall commission all officers who shall be appointed to office under the laws of the said Territory, and shall take care that the laws be faithfully executed

SEC. 3. *And be it further enacted*, That there be a Secretary of said Territory, who shall reside therein, and hold his office for five years, unless sooner removed by the President of the United States; he shall record and preserve all the laws and proceedings of the Legislative Assembly hereinafter constituted, and all the acts and proceedings of the Governor in his executive department; he shall transmit one copy of the laws and journals of the Legislative Assembly within thirty days after the end of each session, and one copy of the executive proceedings and official correspondence semi-annually, on the first days of January and July in each year to the President of the United States, and two copies of the laws to the President of the Senate and to the Speaker of the House of Representatives, to be deposited in the libraries of Congress; and in case of the death, removal, resignation, or absence of the Governor from the Territory, the Secretary shall be, and he is hereby, authorized and required to execute and perform all the powers and duties of the Governor during such vacancy or absence, or until another Governor shall be duly appointed and qualified to fill such vacancy

SEC. 4. *And be it further enacted*, That the legislative power and authority of said Territory shall be vested in the Governor and a Legislative Assembly. The Legislative Assembly shall consist of a Council and House of Representatives. The Council shall consist of thirteen members, having the qualifications of voters, as hereinafter prescribed, whose term of service shall continue two years. The House of Representatives shall, at its first session, consist of twenty-six members, possessing the same qualifications as prescribed for members of the Council, and whose term of service shall continue one year. The number of representatives may be increased by the Legislative Assembly, from time to time, in proportion to the increase of qualified voters: *Provided*, That the whole number shall never exceed thirty-nine. An apportionment shall be made, as nearly equal as practicable, among the several counties or districts, for the election of the council and representatives, giving to each section of the Territory representation in the ratio of its qualified voters as nearly as may be. And the members of the Council and of the House of Representatives shall reside in, and be inhabitants of, the district or county, or counties for which they may be elected, respectively. Previous to the first election, the Governor shall cause a census, or enumeration of the inhabitants and qualified voters of the several counties and districts of the Territory, to be taken by such persons and in such mode as the Governor shall designate and appoint; and the persons so appointed shall receive a reasonable compensation therefor. And the first election shall be held at such time and places, and be conducted in such manner, both as to the persons who shall superintend such election and the returns thereof, as the Governor shall appoint and direct; and he shall at the same time declare the number of members of the Council and House of Representatives to which each of the counties or districts shall be entitled under this act. The persons having the highest number of legal votes in each of said council districts for members of the Council, shall be declared by the Governor to be duly elected to the Council; and the persons having the highest number of legal votes for the House of Representatives, shall be declared by the Governor, to be duly elected members of said house: *Provided*, That in case two or more persons voted for shall have an equal number of votes, and in case a vacancy shall otherwise occur in either branch of the Legislative Assembly, the Governor shall order a new election; and the persons thus elected to the Legislative Assembly shall meet at such place and on such day as the Governor shall appoint; but thereafter, the time, place, and manner of holding and conducting all elections by the people, and the apportioning the representation in the several counties or districts to the Council and House of Representatives, according to the number of qualified voters, shall be prescribed by law, as well as the day of the commencement of the regular sessions of the Legislative Assembly: *Provided*, That no session in any one year shall exceed the term of forty days, except the first session, which may continue sixty days

SEC. 5. *And be it further enacted*, That every white male inhabitant above the age of twenty-one years who shall be an actual resident of said Territory, and shall possess the qualifications hereinafter prescribed, shall be entitled to vote at the first election, and shall be eligible to any office within the said Territory; but the qualifications of voters, and of holding office, at all subsequent elections, shall be such as shall be prescribed by the Legislative Assembly: *Provided*, That the right of suffrage and of holding office shall be exercised only by citizens of the United States and those who shall have declared on oath their intention to become such, and shall have taken an oath to support the Constitution of the United States and the provisions of this act: *And provided further*, That no officer, soldier, seaman, or marine, or other person in the army or navy of the United States, or attached to troops in the service of the United States, shall be allowed to vote or hold office in said Territory, by reason of being on service therein

SEC. 6. *And be it further enacted*, That the legislative power of the Territory shall extend to all rightful subjects of legislation consistent with the Constitution of the United States and the provisions of this act; but no law shall be passed interfering with the primary disposal of the soil; no tax shall be imposed upon the property of the United States; nor shall the lands or other property of non-residents be taxed higher than the lands or property of residents. Every bill which shall have passed the Council and House of Representatives of the said Territory shall, before it become a law, be presented to the Governor of the Territory; if he approve, he shall sign it; but if not, he shall return it with his objection to the house in which it originated, who shall enter the objections at large on their journals, and proceed to reconsider it. If, after such reconsideration, two thirds of that house shall agree to pass the bill, it shall be sent, together with the objections, to the other house, by which it shall likewise be reconsidered, and if approved by two thirds of that house, it shall become a law. But in all such cases the votes of both houses shall be determined by yeas and nays, to be entered on the journal of each house respectively. If any bill shall not be returned by the Governor within three days (Sunday excepted) after it shall have been presented to him, the same shall be a law in like manner as if he had signed it, unless the Assembly, by adjournment, prevents its return, in which case it shall not be a law

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No. 2. SPRING, 1855. No. 12.
Bollingbrook St. *Sycamore St.*

MUIR & STEVENS,

IMPORTERS AND DEALERS IN CHINA, GLASS, Earthenware, Looking Glasses, Britannia and Plated Ware, Fancy Goods, &c., corner of Bollingbrook and Sycamore streets, Petersburg, Virginia.

The subscribers are now receiving from Europe of their own importation, per ships Isaac Wright, Underwrighter, Wyoming, Constantine and Driver, a very large Stock of Goods, comprising all articles usually found in establishments of their kind. Among which are—

French and English China Dinner and Tea Sets, some very fine and of rare pattern and style; also, White Granite and Printed Dinner and Tea Sets.

French and English China, White Granite, Printed, Willow, Marble, Flowing Blue, Mulberry, Colored and Edged Plates and Dishes, China, Lava, Iron Stone, White Granite, Lustre, Marble, Hunting, Pearl, Colored Diped and other styles of Pitchers, Basins and Ewers, Bowls, Mugs, Coffee and Tea Pots of all descriptions.

Glass Ware (of all styles,) embracing Goblets, Tumblers, Wine Glasses, Decanters, Salvers, Nappies, Bowls, Celeries, Pitchers, Salts, Vinegars, Peppers, Mustards, Spoon Glasses, Finger Bowls Lamps, Flower and Lamp Shades, Sugars, Colognes, Butter Bottles, Julep Tubes, Curtain Pins, Cup Plates, Paper Weights, Syrup Bottles, Candlesticks, Jars, &c.

Looking Glasses.—Fine French Plated Mirrors, Gilt and Mahogany Frame do., Swing, Ring and Pocket do.

Britannia and Plated Ware, Tea Ware, Coffees, Pitchers, Lamps and Castors.

Stone Ware of all descriptions; Waiters, Fancy Goods, &c., to which they respectfully invite the attention of the North Carolina and Virginia merchants and the public generally, feeling confident that they are prepared to offer great inducements, both in quality of goods and price. They are determined to sell as low as any house North or South.

MUIR & STEVENS.

March 2, 1855. 30—2m.

N. B.—Particular attention paid to packing.

First Premium Blank Books.

JNO. B. EGE,

(Sycamore St., Petersburg, Va., next to Pannill & Sons.)

HAS CONSTANTLY ON HAND, OF HIS OWN MANufacture, and makes to order all sizes, styles and prices of Ledgers, Journals, Blotters, Cash, Railroad, Bank books, &c., &c.

Neatly ruled to any pattern, having an improved ruling machine; and having obtained the *first prize* at the Fair of the Union Agricultural Society of Virginia and North Carolina, would solicit a continuance of the generous patronage heretofore extended to him.

Call and examine.

☞ Northern prices.

Petersburg, March 2, 1855. 30—tf.

NOTICE.—WILL BE SOLD IN THE CITY OF Raleigh at the Court House door, for cash, on Monday, 19th March next, five negroes—man Jacob, woman Viney, girl Francis, girl Viney, and girl Minerva. Also, on the same day the following lands: Two thousand acres of land on Lumber River in Cumberland and Richmond Counties; two hundred and seventeen acres in Richmond Co., Laurel Hill District, two thousand nine hundred and sixteen acres adjoining the lands of Duncan K. Monroe, and others, in Richmond county, Laurel Hill District, levied on as the property of Daniel McLain, Neill McLain, William McLain and John Fairly, to satisfy an execution in my hands issued from the Circuit Court of the United States for the District of North Carolina. Also, at the same time and place, and on the same terms, to-wit: Five hundred and forty acres of land in Richmond County, Laurel Hill District. Also, two thousand nine hundred and sixteen acres in Laurel Hill District, Richmond County, levied on to satisfy an execution in my hands issuing from the Circuit Court of the United States for the District of North Carolina, against Simeon McLain, Ferdinand McLain, Duncan K. Monroe and John Fairly, both Executions in favor of the Merchant's Bank of South Carolina.

WESLEY JONES,
U. S. Marshal Dist. N. C.

Raleigh, Jan. 12, 1855. 16—wtd.

AT COST, RICH PLAID AND BROCADE SILKS, French Cashmers and DeLanes, White Crape Shawls and Emb. Hdkfs.

H. L. EVANS.

Raleigh, Dec. 8, 1854.

AT COST, RICH PLAID AND FIGURED BONNET Ribbons, Silk and Cloth Cloaks and Mantillas, Silk, Straw and Leghorn Bonnets.

No. 29, Cheap place.

H. L. EVANS.

Dec. 8, 1854. 5—

AT COST, MENS AND BOYS CLOTH CAPS, READY made clothing, a small lot of Carpeting, &c.

Call and take a look.

Next door to R. Smith's corner.

H. L. EVANS.

Dec. 8, 1854. 5—

☞ Spirit of the Age copy.

THE NORTH CAROLINA ARATOR.—THE UNDERSIGNED proposes to publish a journal, in the City of Raleigh, to be devoted to the great interests of the Farmers and Mechanics of North Carolina, under the above title. It will be issued monthly, in a neat and convenient form for reading and preservation, at one dollar per annum, *payable in advance*.

A leading object of the ARATOR will be to select from the numerous periodicals of the country whatever may be deemed solid and good, well suited to our section, and calculated to aid our Farmers and Mechanics in the march of improvement. The results of experience among our own citizens will also be carefully sought and brought to light, and the contributions of our most enterprising and skillful practical men given to the public, with a summary of general news and the state of the markets.

The true policy and interests of North Carolina will always be our motto: and if the friends of the cause of improvement shall be disposed to favor the enterprise, we respectfully solicit their names, and their aid in procuring subscribers.

Our friends will please forward all the names they can get by the 1st of February, and keep the Prospectus for further efforts. Payment will be required on receipt of the first number, which, if encouraged, will be issued by the 1st of March.

THOS. J. LEMAY.

Raleigh, January 1, 1855. 19—

Raleigh and Gaston Railroad.

NOTICE IS HEREBY GIVEN THAT FROM AND after the 30th January, all dues to this Road for freight must be paid at Petersburg or Portsmouth, ex ept on way freight, which must be paid in advance or on delivery of the goods as the case may be.

This arrangement will afford great advantages to our customers by superseding the necessity of their employing more than one forwarding agent between New York and Raleigh, and having their goods or produce subjected to only one handling.

Agents cannot violate the above rule without subjecting themselves to removal.

The greatest care will continue to be taken by the officers and agents of the Company in every department of its business to accommodate the public and promote the interests of its customers.

Whilst the Western merchants are going North a passenger train will leave Raleigh in the afternoon, on the arrival of the train from the West on the N. C. Road, due notice of which will be given.

By order of the Board of Directors,

L. O'B. BRANCH, *President.*

As the Company has two Depots in Raleigh, merchants ordering goods to go up the N. C. Road are requested to have them distinctly marked so that their destination may be known, and they may be loaded to the through Depot from Petersburg or Portsmouth.

Raleigh, Jan. 17, 1855. 16—tf.

New Bakery and Candy Manufactory.

MRS. HARDIE DESIRES TO SAY TO THE public that she has recently employed a superior Baker and Candy Maker. She will keep constantly for sale

Cakes and Candies of great Variety,

and is now prepared to execute orders for cake for dinners and parties. Families and hotels can be supplied with any kind or any quality of desserts.

She will fill orders for Candy at wholesale, and forward it to any part of the State.

Raleigh, Nov. 29, 1854. 3—tf.

PINEY POINT LINE TO BALTIMORE.
ON SUNDAY OF EACH WEEK.
FARE ONLY $4.

THE PUBLIC ARE HEREBY INFORMED THAT the comfortable Steamer MARYLAND, Captain Chas. E. Mitchell, having been entirely refitted, enlarged and improved in every respect, is now on the route between Petersburg and Baltimore once weekly.

Passengers by this agreeable and economical line will leave Petersburg by the Morning Train on Sunday of each week at 4½ o'clock, A. M., and reach Baltimore in the course of the night, thus securing a connection with the different lines out of Baltimore the following morning in any direction.

Returning, passengers will leave Baltimore on the after noon of Wednesday of each week, at 5 o'clock, P. M., an arrive at Petersburg, by a special train, at an early hour next evening.

Fare in either direction, $4. Forward Cabin passenger same price, but with meals on board of the steamer Maryland included.

Fare for first class passengers between Baltimore and Philadelphia, by the New Castle and Frenchtown line, $1 50; for second class do. $1 50—making the whole fare from Petersburg to Philadelphia, by this agreeable line, $6 only, for the first class passengers, and $5 50 for second class do., including meals for the latter on board the steamer Maryland.

For further particulars, or through tickets, apply at the Office of the Richmond, Petersburg and Potomac Rail Road Company.

RICHARD FURT, Jr., Ticket Agent.

P. S.—Fare to Piney Point, with privilege of returning at any time during the boat season, $4 only.

R. F., Jr., Ticket Agent.

February 27, 1855. 39—tf.

LATE PUBLICATIONS.—NELLY BRACKEN, a tale of forty years ago, by Annie Chambers Bradford

Pride and Prejudice, a novel by Miss Austen, author of "Sense and Sensibility," "Emma," "Persuasion," &c., &c.

The Pride of Life, by Lady Scott.

Amabel, a family history, by Elizabeth Wormerly.

The Sons of the Sires.

Paul and Julia, by J. C. Pitrat.

The Singers Companion.

Illustrations of Genius in some of its relations to culture and Society by Henry Giles.

For sale by

W. L. POMEROY.

March 5, 1855. 39—

ISAAC PROCTOR, MERCHANT TAILOR, (*Successor to Oliver & Proctor,*) Would respectfully announce to his patrons and the public generally, his return from the Northern cities, and that he is now receiving his Fall and Winter supplies of Cloths, Cassimeres and Vestings, Furnishing Goods and Ready-Made Clothing, which